

ATLANTIC GUARDIAN



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Atlantic Guardian's Platform

- To make Newfoundland better known at home and abroad;
- To promote trade and travel in the Island;
- To encourage development of the Island's natural resources;
- To foster good relations between Newfoundland and her neighbors.

Atlantic Guardian

THE MAGAZINE OF NEWFOUNDLAND

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Picture Credits: Page 7 (top)—Jack Kean; Page 7 (bottom), Page 8—Courtesy Mrs. A. Burrage; Pages 13 to 19—Marshall Studios; Page 20—Ron Pollett, Jr.; Pages 23 to 27—Marshall Studios; Page 28 (left)—Marshall Studios; Page 28 (right), E. I. Bishop; Pages 29 to 31—Marshall Studios; Page 32—Drawing by Ina Estabrooks; Page 35—A. C. Shelton; Pages 36 to 42—Marshall Studios; Page 43—Drawing by H. N. Haken; Page 46—(top) from a painting by G. A. Carter, (bottom left) Doris Parsons, others Avalon Frampton; Pages 47 to 56—Avalon Frampton; Pages 60 to 87—Marshall Studios; Pages 88 and 89—Adelaide Leitch; Page 90—Courtesy D. W. S. Ryan.

Cover Picture: Water Street, St. John's, as it looks today, minus the cobblestones and the street-car tracks. For further pictures and story of the face-lifting which the "oldest street in North America" has been given, turn to page 36.—(Marshall Studio photo).



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● Officers and crew of S.S. Burgeo, C.N.R. ferry plying between Port aux Basques and North Sydney, are beginning to wonder about a mysterious passenger who first appeared aboard last May at Port aux Basques and has been going back and forth between the two ports at regular intervals since.

A handsome, dignified, well dressed gentlemanly-appearing person in the prime of life, he stalked up the gangplank one day with such an air of belonging—such a mixture of dignified courtesy, condescension and aristocratic arrogance—that the ship's crew felt it would be an impertinence to ask for his ticket.

He crossed over to North Sydney that first time and with a courtly gesture of thanks slipped ashore and disappeared.

Burgoe discharged her passengers and mail, went back to Port aux Basques and nobody thought much more about the matter.

On Burgeo's very next appearance in North Sydney, however, the mysterious passenger was on the dock apparently waiting for the ship.

When she docked he came aboard with the same cool air of divine right



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and, with an affable nod to those members of the crew who were about, went and settled himself comfortably on a settee in the captain's cabin.

Midway in the trip he went down to the ship's galley and graciously accepted a little food.

When they arrived at Port aux Basques he went ashore and was not seen again until Burgeo had made another trip back and forth across the Gulf.

Since that time he has been a regular passenger on the ship. He usually stays over on each side of the Gulf for the duration of one round trip but on occasions when the weather has appeared rough has not cared to risk any possible discomfort and has skipped a trip or two until the elements decided to behave themselves.

He sleeps on the captain's settee and eats in the galley.

Ships crew members have done a little quiet investigation but information about his background is meagre. His first name is Thomas, they have discovered, and some of the more irreverent refer to him, behind his back of course, as Tom.

Before honoring Burgeo with his custom he had spent some short time aboard the S.S. Brigus.

Burgeo's crew think that some uncouth person aboard Brigus said something that offended him.

First officer Jack Kean, of Burgeo, managed one day to take the picture of the mysterious passenger which appears herewith.

The nature of the business that takes him back and forth across the Gulf so regularly remains a mystery.

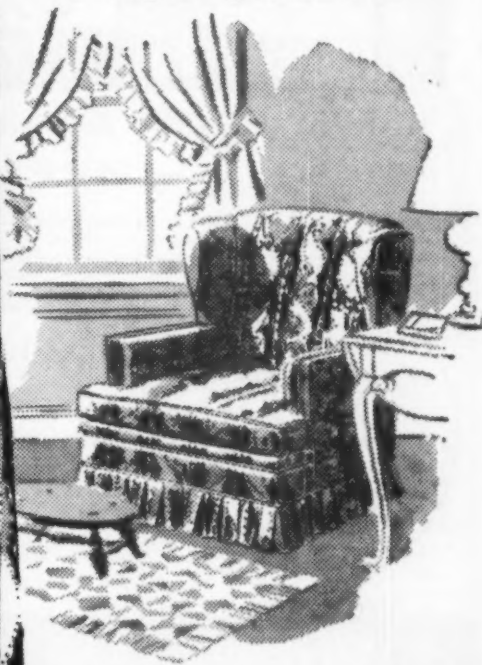
There is a suspicion in some quarters that, like the legendary seaman with a wife in every port, he main-

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GYPROC

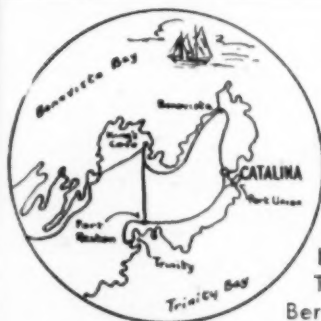
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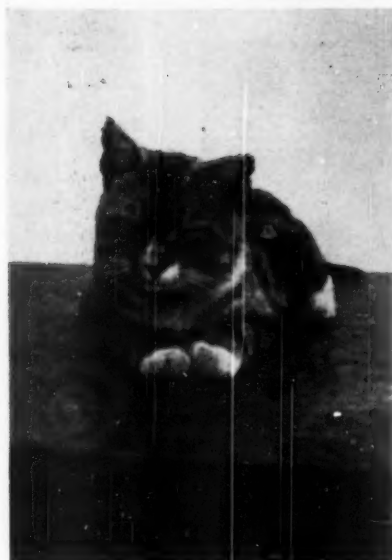


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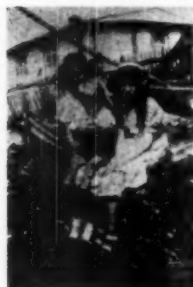
Thomas, of Port-aux-Basques (& Sydney) tains a family on each side of the water.

Nobody however has been indiscreet enough to push inquiries into so delicate a matter.

And Thomas is not talking.

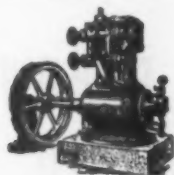
● We have a note this month from Mrs. Albert Burrage of New Perlican who says that she enjoys Atlantic Guardian very much "and no matter how busy I am I always like to have a peek as soon as it arrives".

Mrs. Burrage sends us a couple of snaps of her family consisting of:



Irene (13),
Stella (11) and
George (2).

JANUARY, 1950



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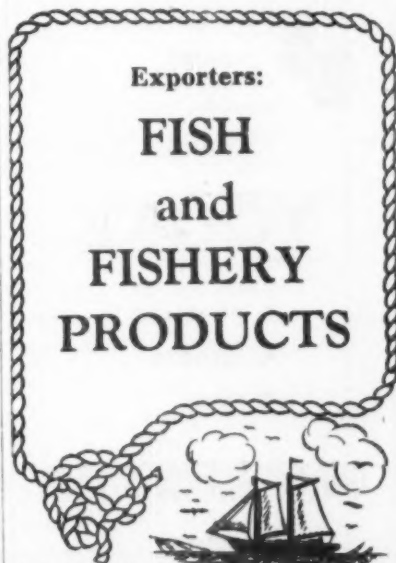
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AGENTS

St. John's, Newfoundland.

And also of:



Rhoda (4),

Rosalind (7)
and, What
again? yep!
George (2).

Seems that George (2) is the white-haired boy of the family as well as the only one.

Mrs. Burrage tells us he was ill for the first few months after he was born but "is fine now and just as bad as one small boy in a family of girls can be."

He looks pretty lively to us all right, and we bet the girls spoil him a little bit too, eh?

● The editor and publisher summoned us into his presence the other day and handed us a letter written to him by Mabel Chant Young, of Philadelphia, Pa.

Miss Young enclosed a snap-shot, which unfortunately was a little too faded for reproduction, showing her father and the editor's father in a boat at New Bay, Newfoundland, many years ago.

Like Mrs. Burrage, above, Miss Young also can hardly wait to get Atlantic Guardian every month.

"It usually reaches me at breakfast time which means that it is opened at once and the pages turned as I eat for an advance 'read' even though I have to flit nimbly down Spruce Street, cut across Rittenhouse Square, down Walnut to Broad in order not to be late at my office."

Miss Young, it seems, left the City

ATLANTIC GUARDIAN



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WHO ARE "GOING PLACES"**

—not just for people with places to go.

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of Brotherly Love, recently and paid a visit home.

Here are some of her impressions:

"I went up to Newfoundland this summer and it was beautiful; wild flowers all along the railroad track and in the marshes where I picked scentbottles and pitcher plants and wild roses. I went to Topsail and other places near St. John's, and over to Corner Brook by train; back again to Gander where I took a plane for Philadelphia. How I should love to spend about four months in Newfoundland visiting all the little coves and people all around the coast. No other land has quite the same beauty and grip on one who was born and brought up there. I picked bluebells up on Signal Hill, too, and watched a ship—a French one—pick up the pilot and move silently in through the Narrows in company with a little Newfoundland ship laden with lumber. It was like a picture, and so near that it seemed as if one might bend over and lift off the captain's cap as he stood on the deck."

Brian Cahill

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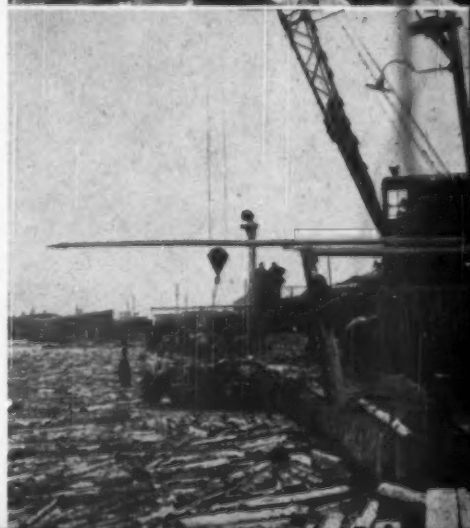
Whether on business or pleasure, travel in carefree comfort on the Ocean Limited, or its companion trains The Scotian and The Maritime Express. Enjoy delicious dining car meals and sleep-inviting accommodations as you speed to your destination, surrounded by traditional Canadian National Courtesy and Service. You arrive refreshed when you travel by train.

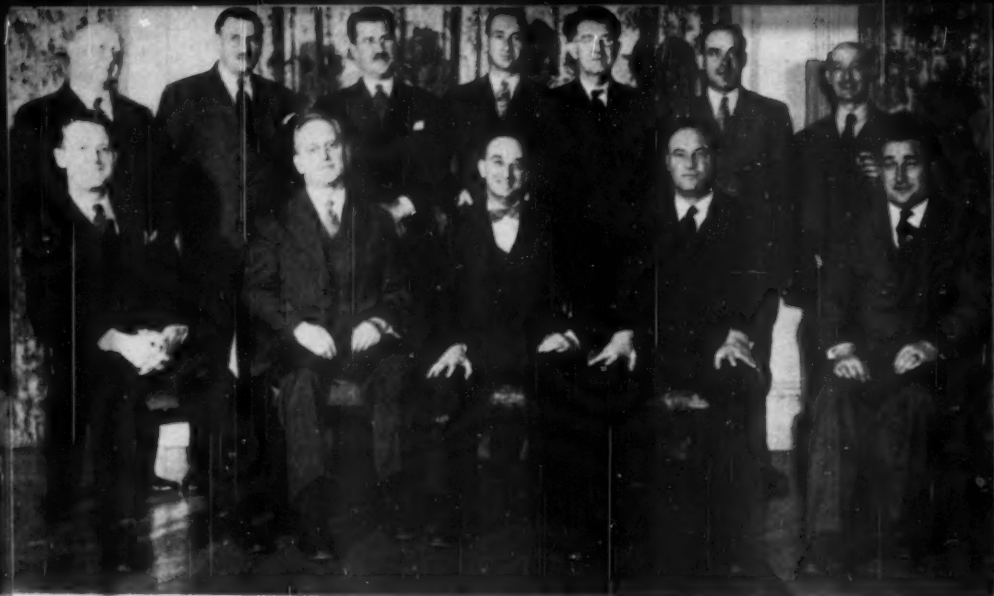
CANADIAN  **NATIONAL**
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PICTURE PARADE OF 1949

● The codfishery, still Newfoundland's number one industry, was extremely successful in some areas and the overall 1949 catch was about average. But it was almost a complete blank in some sections, leaving many fishermen without enough to see them through the winter. Prices remained well above pre-war levels, however, and marketing of the full 1949 catch seemed assured, although at year's end those in the industry had some misgivings over next year's prospects. In the pulp and paper field there were problems too, chiefly due to the devaluation of the pound and increased world competition among newsprint producers. Anglo-Newfoundland at Grand Falls went on a five-day week schedule in November and Bowaters at Corner Brook were facing curtailment in sulphite production. Woods camps of both companies were less active, with the result that hard-hit fishermen could not turn to this traditional form of off-season employment. Something new in the industrial picture was a gigantic Trade Fair held in St. John's in September which sought to interest mainland Canada in the new Province (see opening day scene at centre, right).

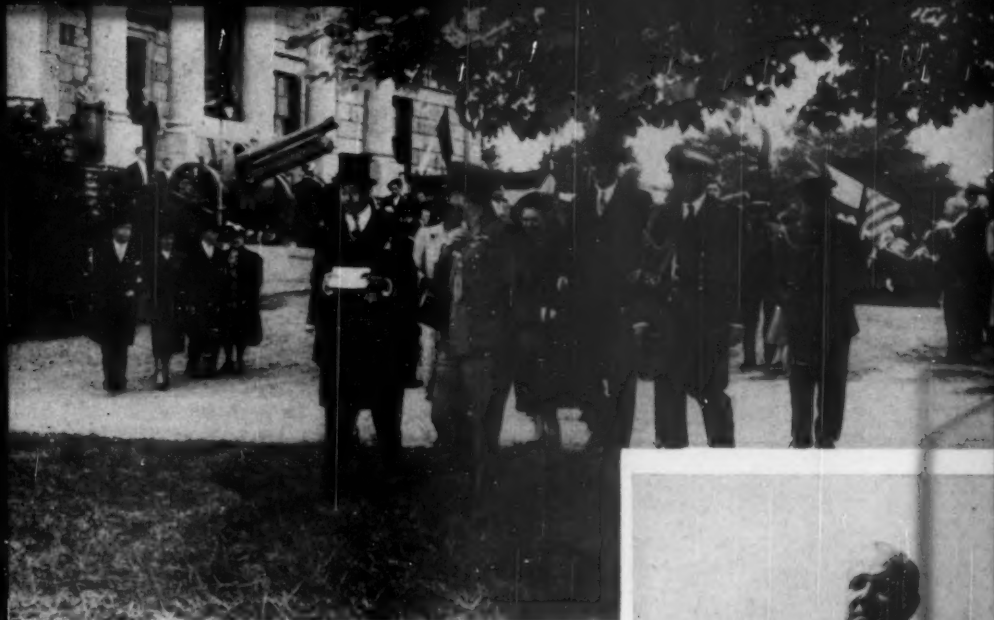
Continued on next page





● On April 1st, 1949, Newfoundland officially became a province of Canada. This historic and hotly-contested change was followed, on May 27th, with the first provincial elections which produced a Liberal landslide (Liberals 22, P. C.'s 5, Independent 1). Premier J. R. Smallwood (above, center, with members of his cabinet), carried the day as he had in the prior fight for Confederation. Smallwood was also the principal figure in the biggest news story of the year, when he went to court (below) on charges of intimidating voters in Federal campaigning.






● Newfoundland was honored by a visit from Viscount Alexander, the Governor General, during the year. Accompanied by Lady Alexander and their children, the Governor General made stops at St. John's, Grand Falls and Corner Brook. Col. George Drew, P.C. National Leader (right) and Prime Minister St. Laurent (below), included Newfoundland in their pre-election itineraries.






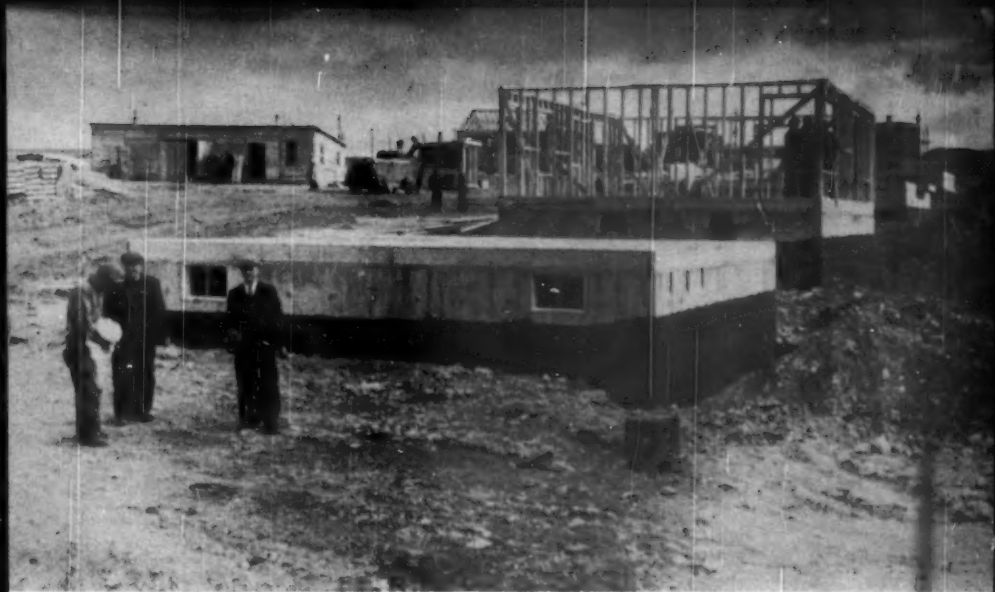
PICTURE PARADE

OF 1949 — Continued



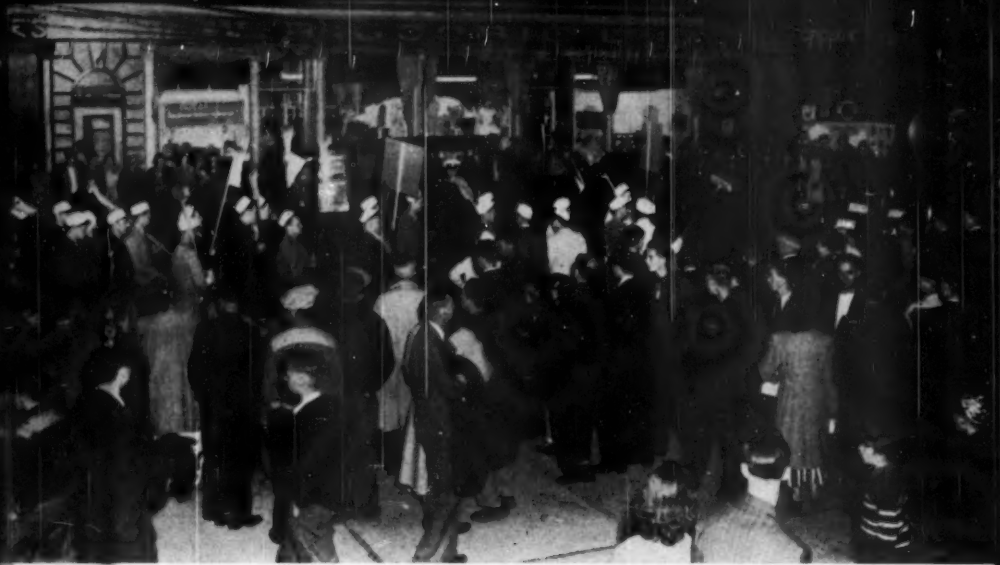
● Biggest single benefit for Newfoundland to come out of Confederation was Family Allowances, and from March, 1949, when the payments started, up to the end of the year more than \$7,000,000 had been paid to Newfoundland mothers. The effect of this was felt from St. John's to the smallest outpost. . . Promise of another widespread benefit to Newfoundland was brought a step nearer late in the year when the Canadian House of Commons approved the Trans-Canada Highway project, which would make possible (by 1957) a two-lane paved highway "from Victoria, B. C. to St. John's, Nfld." Meanwhile roads featured in a revolutionary measure initiated by the Smallwood Government whereby dole as such was to be done away with and instead able-bodied men in need of relief were given work on community projects such as roads and parks . . . Another post-Confederation development during the year was the incorporation of the Great War Veterans Association into membership of the Canadian Legion (picture at left shows the Governor General inspecting a guard of honor of Newfoundland veterans).





● As a Canadian province, Newfoundland, in 1949, began sharing in the National Housing scheme, the first of these projects, Tunis Court (above), comprising 50 homes for veterans. For the first time Canadian stamps were used in Newfoundland as the Canada Post Office took over the local postal system . . . but one anticipated change didn't fully materialize: the cost of living was still somewhat higher than on the mainland.





● A number of organizations new to the Island began to make their impact on Newfoundland during the year, among them the Junior Chamber of Commerce, one of whose first acts was to sponsor a Clean-up Drive in the city of St. John's (above). The newly-formed Lions Club of St. John's was also very active, initiating such novel schemes as a Car Show and the first street dance ever to be held in the Ancient Capital (below).





● During the year St. John's elected a new Mayor (Harry Mews, Progressive Conservative leader in Newfoundland) and five new councillors (Councillor Eric Jerrett was returned to office). Defeated were Mayor Andrew Carnell, who held that office for nearly twenty years, and veteran councillor and deputy mayor, James J. Spratt. In 1948, St. John's lost its tram service, and in 1949 the bus service, which replaced the street cars, had its franchise cancelled.



Captain William J. CONNORS

by RON POLLETT

WHEN Capt. William J. Connors retired recently from the Isthmian Steamship Company in New York, he ended a seagoing career that started on the sawtooth coast of Newfoundland around the turn of the century. A native of Placentia and a descendant of seafarers, like most Newfoundlanders of his time he was steeped in sea lore from the cradle up. Today, after forty-five years in the steamship business, he would choose no other course.

"It's been a satisfying job," he told me when I chatted with him the other day at his well-appointed home in the Sunset Park section of Brooklyn. "I'd do it all over again."

Captain Connors, who as a lieutenant commander in the United States Naval Reserve in the first World War was personally cited by the Secretary of the Navy for making the fastest round trip between the United States and France in a transport vessel, is so well known on the vast and crowded New York waterfront that letters addressed to him at simply "New York Docks" are delivered promptly. He holds both the British and U. S. master's certificates and has commanded ships under both flags.



A seafarer from Placentia who after forty-five years in shipping would "do it all over again".

"About that certificate of appreciation from the Navy—well, I had a fine merchant ship, big guns, and a well-trained navy crew," he said proudly. "Why wait for slow convoy when the work was so urgent?"

This substantial man of the sea, whose well-preserved appearance belies his sixty-six years, exudes a warmth of personality that puts the visitor completely at ease. He is well-spoken, alert, animated and loquacious—a good man to yarn with. There was never a dull moment in the couple of hours spent in his company—and all I know about ships is just enough to tell the stem from the stern. But the captain can talk about anything.

"But let's have a word about those green hills of Placentia, Captain," I ventured. "Did you by any chance tail rabbit slips there when you were a boy?" I explained that I had just finished writing a piece about rabbit snaring in his native woods.

He looked out the window at the clump of willows in the yard. "Rabbit slips," he laughed. "Now that was a lot of fun. There's the crossbeam and the bender and the doorboughs . . . And, say—there were some good places to pick frankum up there inside of Colinet." reminisced Captain Connors.

But in back of his hearty laugh and knee-slapping camaraderie can be detected the authority of voice and forcefulness of character of a man who has given orders and shouldered responsibilities for most of his life. There is no mistaking in Captain Connors the qualities that mark a man for the top.

Starting at the age of eighteen aboard a sailing vessel, the captain a couple of years later, in 1904, shifted into steam with Bowring Bros., Ltd., of St. John's. His first real tussle with the Atlantic was as a crewman aboard the S.S. Algerine at the time she was blown out to sea off Cape Race and given up for lost by all on shore before she crippled back four days later.

"That Bowring boat took one of the hardest lashings I have ever encountered," said Captain Connors, who has shipped a lot of rough water in his day in the Atlantic and North Pacific.

After four years with Bowrings,

he joined the Munson line in New York but returned to Newfoundland shortly to obtain his chief mate's papers and in 1912 secured his master's certificate at the same school—the F. J. Doyle Navigation School at the foot of Theatre Hill.

"A British certificate was really a prize," Captain Connors related. "It commanded the utmost respect of every ship-owner—and no wonder! Many a midnight candle I burned preparing for the stiff examinations. Why, one look at that bearded and unbending navigation oracle there in St. John's would make even the toughest seaman shiver in his boots! But when he certified you as a master, you stayed certified, as the saying goes."

At that time, only two men in the big Munson line had such a paper. Captain Connors was one of them.

I inquired in my landlubber way: "I have often wondered, Captain, how a ship's master feels out there on the lonesome ocean in the dark of night and in unfamiliar waters—does he ever worry about getting lost such as a person might get lost in the woods, for instance?"

The captain laughed, possibly at such a naive query. But he explained patiently: "All things being equal, he is no less at home than you would be gazing out your window. He can pinpoint his ship any minute of the day or night. The sun and stars, you know—the fixed elements that never change—are pretty sure guides. The sea currents that might sweep a ship off its course—he knows these, too, just as a

schoolboy knows the road to school. And when for days he can't see the heavens or horizon, there are other sure navigational aids, of course.

"So the next time you travel by steamship, just go to bed and rest easy. That's what the captain does. The only thing, he sleeps with one eye open, like a doctor on call. But he definitely is never lost in the woods, as you put it." The captain smiled indulgently. He is that kind of man.

With the Munson firm, Captain Connors superintended the construction of three steamships, including the *Walter D. Munson*, the flagship of the line. It was this ship he took with him, as commanding officer, into the Naval Reserve and in which he made the record crossings of the Atlantic that earned him the citation.

"About the submarine danger," he replied in answer to my question, "you soon got used to taking that in stride." Captain Connors operated as a lone wolf some of the time. "My greatest scare was not from the subs, however. It happened one pitch-dark stormy night in the middle of the ocean. Out of nowhere a mountain of a ship loomed in the dark and skidded by us almost close enough to scrape the paint off. Both ships were blacked out, of course, but a guarded code light signal a moment later told me it was the *Great Northern*, a big troopship that depended on speed, instead of zigzag, to outwit the subs.

"Another time, in France after the war, we were loading ammunition to bring back. I was on the bridge watching a net load being lowered gingerly to the

hold. Suddenly the net broke and catapulted shells all over the place. The split second I saw that bag burst was a lifetime! But no one had told me the shells had been 'dudded'—almost harmless. Imagine having to find out that sort of thing the hard way!"

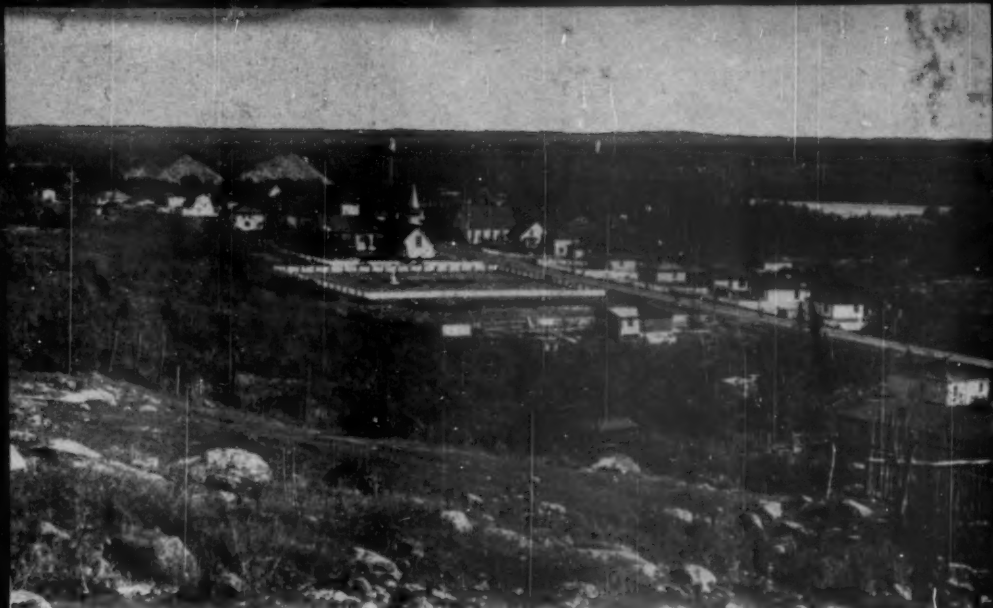
In 1921, Captain Connors was honorably discharged from the reserve and three years later was ordered ashore by his firm as superintendent of all their piers. He served in that capacity until the line went out of business in 1938. He then joined the Isthmian Steamship Company, a U. S. Steel Corporation subsidiary, as general superintendent, remaining until his retirement last summer.

In 1914, he married Gertrude Lundrigan, of Peter's River, St. Mary's, then a nurse at the General Hospital, St. John's. They have three sons and a daughter. All are college graduates. Two of the sons entered the priesthood and are Redemptorist missionaries, the Rev. Ronald C. in Puerto Rico and the Rev. William in Brazil. The other son, who served as a naval lieutenant in the late war, is a financial writer with the *United Press*. The daughter holds a responsible position in business in New York.

Captain Connors and Mrs. Connors, both of whom are in excellent health, intend to travel a bit together from now on.

"But those green hills of Placentia, Captain?" I reminded at the conclusion of the interview. "They're nice and restful in the summer, you know."

"Yes. I'll see them again—probably next year. I've been so busy all my life . . . until now."



Newfoundland Pictorial Tours

ATLANTIC GUARDIAN visits

BISHOP'S FALLS

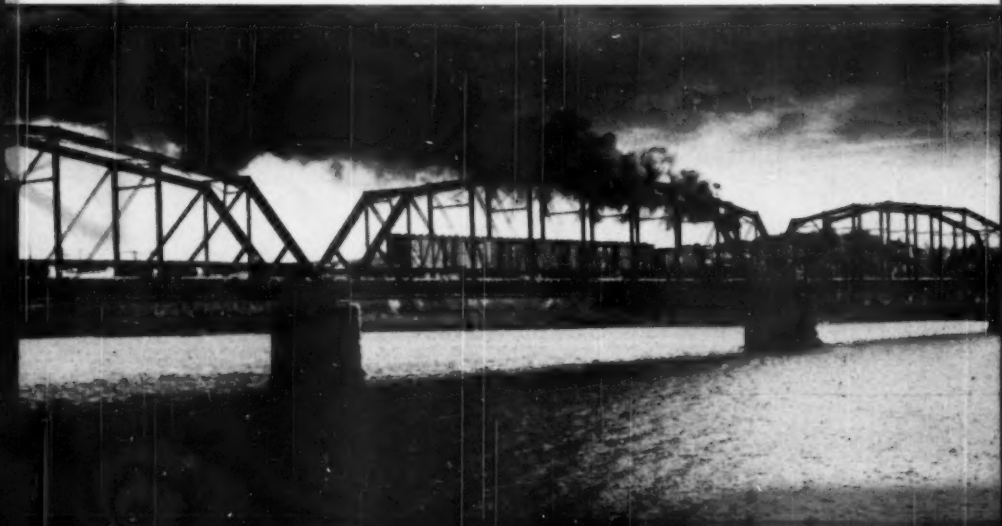
RAILWAY TOWN — PULP MILL CENTRE

(A nine-page feature)





● Bishop's Falls, which lies on the main line of the railway approximately midway between St. John's and Port aux Basques, derives much of its importance and prosperity from its role as headquarters for the Western Division of the Newfoundland Railway (now C.N.R.) Here locomotives are serviced in a nine-stall roundhouse and 120 railway workers are employed. Bishop's also has a despatching office. Pictures on this page show, top, Harold Tuck buying railway ticket from A. P. Cahill; and, below, the bridge that spans the Exploits River just outside Bishop's Falls—longest railway bridge in Newfoundland. Built in 1901, this all-steel bridge is 927 feet long and 16 feet wide.



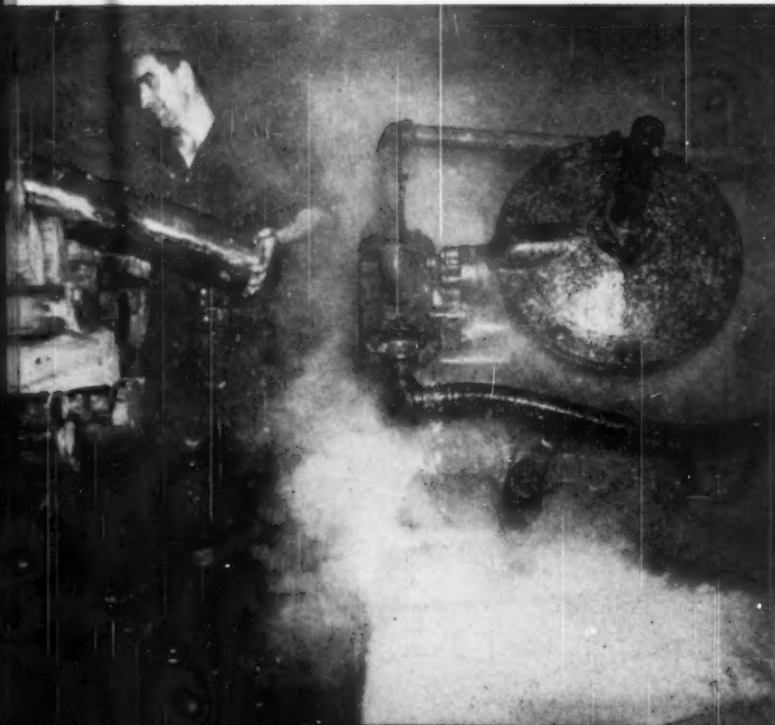


● Formerly known as the Exeter Store and acquired from Ayre & Sons Ltd. in 1933, the GOODYEAR HUMBER store at Bishop's Falls is the second largest of the Goodyear chain. It quickly developed leadership and within two years from the date of opening had increased its turnover by one hundred per cent, and has continued to grow both in volume and popularity ever since. A full range of merchandise to suit community needs is carried. Manager is Allan Frew who started with the firm as an accountant.





● Bishop's Falls, like Grand Falls, has a mill utilizing the products of the forests, but here only pulp is manufactured, and this is pumped to the A. N. D. Co. newsprint mill at Grand Falls through a 12-mile pipe line. The above picture shows the falls from which this inland settlement takes its name, while below Eli Jerrett is seen feeding pulpwood to one of the grinders in the Bishop's Falls' mill.





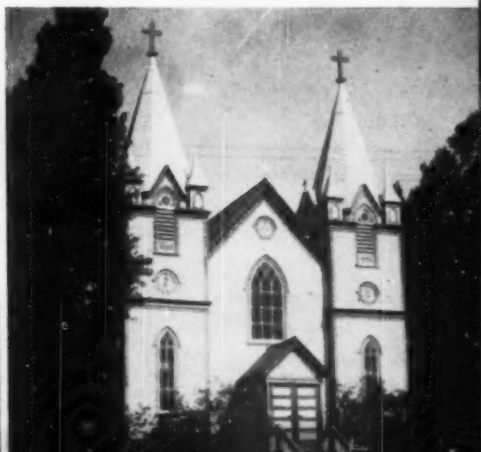
● Shown above are two Bishop's Falls churches — at the left, St. Andrew's Anglican Church which is served by Venerable Archdeacon E. M. Bishop of Grand Falls. Across the road is the United Church, Rev. John Evans, minister. Bishop's Falls also has a Pentecostal Tabernacle, in charge of Pastor Leonard A. Roberts.

● Established in 1912 by J. C. Hampton, father of Joseph Hampton, the present owner, the UNITED STORES at Bishop's Falls (see photo, below) carry on a general trade in groceries, dry goods, hardware, provisions, paints, floor coverings, notions, etc., employ eight people and have their own delivery truck. The business was totally destroyed by fire March 15th, 1947, and the proprietor had to start all over.





● Bishop's Falls Amalgamated School, left, has eight classrooms with an enrolment of 306 pupils ranging from Kindergarten to Grade X. Principal of this well-equipped school is N. Roy Wight. The Salvation Army Citadel, with a seating capacity of 350, has served the S. A. congregation of Bishop's Falls for the past 33 years. It is soon to be replaced by a modern new building now under construction. Capt. A. S. Pritchett is in charge of the Corps here. The R. C. Sacred Heart Church and School and Our Lady Queen of Peace Convent, below, are beautifully designed and well-kept buildings, erected under the leadership of Father Joseph Hogan, formerly of Carbonear, who has been Parish priest at Bishop's Falls since 1940. Eight sisters of the Presentation Order, under the direction of Mother Redempta, conduct the teaching.





● The attractive, two-storey building, above, houses the retail and jobbing business of A. Epstein, Ltd., importers and distributors of general merchandise, Bishop's Falls. The business, which was established in 1931, and incorporated in January, 1949, is centrally located near the railway station. Managing Director is A. Epstein, who has been engaged in business since 1926. The store is well stocked with groceries, dry goods, men's and ladies' wear, hardware and smallwares, etc., and courteous and efficient service is given by the proprietor and his nine employees.





● Flanking the War Memorial at Bishop's Falls which bears the names of those from the town who died in both world wars are, left, H. L. Tuck, Royal Navy veteran of World War II and now secretary-treasurer of the Bishop's Falls branch of the G.W.V.A., and L. H. Thompson, who served with the Royal Newfoundland Regiment in World War I and is president of the local G.W.V.A. branch.



● ADMIRAL AGENCIES, Bishop's Falls, owned and managed by G. G. Butt, was established in 1946 at its present central location on the main highway. The firm handles Frigidaires, John Inglis Washing Machines, Youngstown kitchen equipment, plumbing and electrical appliances of all kinds, and furniture and home furnishings.

● The town, in addition to being on the main line of the railway, is connected by a good highway to Grand Falls and Botwood, and its location almost midway between these two towns makes it something of a centre for visiting and business. Below, a friendly get-together at the hospitable home of Mr. and Mrs. H. L. Thompson, Bishop's Falls.



Hard Cash

"HE PAID for it in hard cash." Such a statement could only be heard on rare occasions and of certain individuals in Newfoundland outports twenty-five or thirty years ago. Nowadays, every second youngster you meet can jingle silver or peel off the odd greenback to the never-failing amazement of the old-time storekeeper. But in my boyhood days



by A. R. SCAMMELL

in Newfoundland it was almost impossible for a small boy to get his hands on any hard cash.

The small needs of my brothers and myself were taken care of by our parents via "the account" at the village store. We were clothed, fed and sent to school without our hardly becoming aware of any medium of exchange except the cod that father caught and that we helped to make. Our school books too, were bought at the store, scribblers, exercise books, pencils, slates, a Royal Reader and a copybook. Everything went on father's account. As we got old enough to work on the "room" at 10c. or 12c. an hour, "yaffling fish", we got a huge kick out of taking up the value of our

earnings in those little personal necessities which meant to us gracious living. But that was later.

I remember the ritual of mother laying out our pennies for Sunday school collection on the dresser—big substantial pennies which gave a feeling of wealth out of all proportion to their face value. This penny could be lost by getting tangled in your

handkerchief, or by being used as a bookmark to find the page of the hymn you had to learn. If this happened, and you found yourself penniless when it was time to get out your cent, there were two dire consequences. You lost face among the class when the teacher asked for your collection and marked it down in the class register book, and worst of all, your brothers or sisters might report it at home. You would then become for a day or two a family disgrace—a blood relation who didn't have sense enough to use hard cash in the way it was meant to be used.

I do not want to give the impression that we were unusually poor. We had plenty of rough grub to eat and enough to wear, but actual money was scarce in almost every household. There

A favorite author comes up with another piece about the "good old days" of his boyhood in Newfoundland.

was a bit of silver for church collection on Sundays, small money we called it, which was a good name because those five-cent pieces were no bigger than herrin' scales. Sometimes we scraped together a bit of change for the odd peppermint knob and there were a few extra cents around the house Christmas time. But everything else went on the account.

It caused quite a stir, among the small-fry, when we heard that a certain merchant was offering the grand sum of 2c. each for hoststinger's wings. We knew them as 'hosstingers' and I understand the modern name is dragonflies. Years later I found out that the wings were used for cleaning the delicate insides of watches. At the time, however, we didn't enquire into the consumer angle of this new industry, nor did we bother to find out from any Government Department if the hoststinger season was open or if our insect resources could stand indiscriminate and prolonged hunting of this species. Here was a chance to get some hard cash and we got it. Our social values altered. We became lower-lower, lower-middle or upper-upper in the social scale depending upon how many of the precious wings we had collected in our SEA-DOG match boxes. In one week the few remaining hoststingers on Change Islands were setting new speed records, and the price had dropped to 1c. In two weeks you couldn't find one within a mile of the place, and we were considering hiring Hyde's big motor boat to go to Fogo, six miles away, for a load. Then the inevitable hap-

pened. The hoststinger wing market which had become glutted, collapsed, and I, with the rest of the hunters, was right back where I was before—just a penny above a beggar.

We used to knit twine winter-time, to pay for our school fees. School fees could not be put on the account and the schoolmaster wouldn't accept fish, tomcods or rounders. He turned up his nose at tongues and sounds, dried caplin and salted herring. He even shook his head at bakeapple jam, squashberry jelly and mesh-berries. He had to have the hard cash.

So father would bring home bales of cotton twine to be knit into trap linnet, or netting for the trap fishermen. For this linnet they would pay cash—twenty cents a fathom. Don't ask me where they got the cash. Perhaps they sold hoststinger's wings too. Anyway father would say, "Now boys, every spare minute you get this winter, you've got to help me knit this twine. Get busy and fill needles." We got busy and fathom by fathom the linnet would grow in spite of galled fingers, aching backs and the black looks of three young boys whose ears were cocked to the laughing shouts of luckier youngsters playing "cat" out on the frozen cove after supper—youngsters who could find the money for school fees in some less painful fashion or whose fathers were not so education-conscious as ours.

Every day when we came home to dinner there would be so many needles of twine each, set aside in separate piles for us to knit

before we went back to school. If we had something for dinner that I liked, say roasted bull-birds or fish and potatoes with scrunchions, I'd ignore the needles till my stomach juices started churning. If we had say pea soup or boiled rice (with or without figs), I'd knit a couple of needles to try and work up an appetite for it.

We used to learn Hygiene then. Not Health, Hygiene. Hygiene was something you learned chapter by chapter and had very little bearing on daily habits. So father thought to, for when we pointed out to him that the book said we should rest after eating, he pointed out to us that unless we emptied our quota of needles every day, we wouldn't get the chance of learning Hygiene or anything else. So we knit the twine and went on learning by heart more and more about Hygiene. We took courage though from that last sentence on a certain page of the book containing the rules of health. The last sentence was: "Are we downhearted? NO!" I don't know why the author put that in, but it certainly did me more good than all the ten or twelve health rules that preceded it.

Then came the great Christmas of our lives. I must say this for my parents. No matter how poor the voyage or how low the price of fish we always had our stockings full on Christmas morning. Via the account of course. This Christmas we each got the usual toys, candies, apples, oranges, nuts, etc., and then, right up in the toe of our homespun stockings

a crisp, new dollar bill. Here was wealth! Here was affluence! We had evolved through the copper age, the silver age, and here we were at one smack, in the dollar era. We unravelled our stockings trying to find more, but that was all there was. I kept mine for weeks in my little money-purse (we never called them purses), and every time I was tempted to slip back into the silver age something stopped me. I was to find out soon what that was—the hand of Fate.

Came a Sunday evening when there was a special missionary service and a special missionary collection. It had been blowing hard from the South-erd that day, and from where we lived we couldn't hear the church bell very well. So it happened that when we did hear it we had to leave for church in a hurry, and as I had been out on the bridge listening I missed the giving-out-collection ritual. I didn't think about it until the hymn after the sermon, the collection hymn, was given out. I was just going to give mother a nudge in the ribs asking her to shell out, when I thought of my dollar bill. I had it with me, money-purse and all. It gave me a curious sense of power and detachment. Here was a financial crisis. The minister's sermon had been eloquent, the plight of the heathen heart-rending. I could help. But if I was going to spend my first and last dollar in any cause however deserving, I wanted something in return. I wanted glory. I wanted attention. How could I get this better than by putting my dollar

bill in the collection plate?

I joined the singing at the second line of "From Greenland's Icy Mountains" watching for the sidesman to come down the middle aisle of the church. Now he was at the pew in front of us, occupied by the merchant who bought hosstinger's wings. He put in a fifty cent piece and my lip curled. The plate came to father. As head of the family he sat on the outside nearest the aisle. His voice rang half a tone louder as his quarter hit the half-dollar. My two brothers parted reluctantly with their paltry nickles. Mother's dime followed and my moment came, just as the congregation was singing—

"Till like a sea of glory,
It spreads from pole to pole."

Casually, nonchalantly, I opened my right hand and my dollar bill spread like a banner, covering all the silver from view. Father's jaw dropped. The dignified sidesman who had been singing lustily, missed half a line and nearly dropped the plate. My two brothers involuntarily started to make a grab for the greenback, then paused with open mouths from which no sound issued. Mother's contralto was hopelessly disorganized. Close proximity to moneyed people always made her nervous. But from my end of the pew came high exultant notes, from one who had tasted all the sweets of philanthropy, and from whom the prospect of tomorrow's ruin could not rob the ecstasy of today.

● T H E S E R P E N T I N E R I V E R

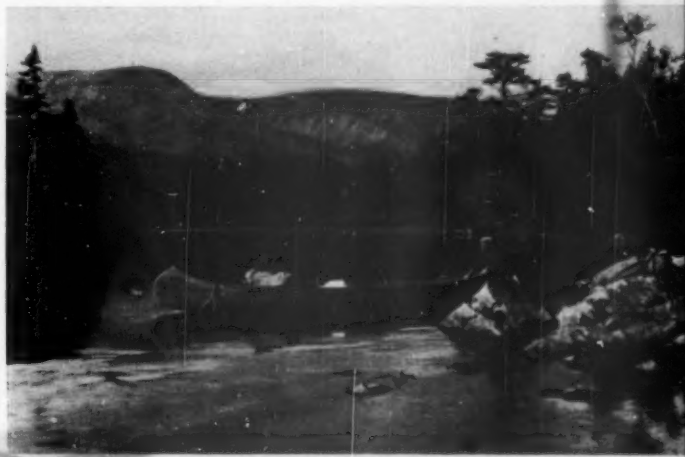
The picturesque Serpentine river on Newfoundland's West Coast affords the tourist and sportsman scenery unspoiled by settlers and unmarred by woodsmen. The river, lake, surrounding hills and countryside provide a panorama of views which will delight any photographer.

The Serpentine is an excellent salmon river. It is also one of Newfoundland's best sea trout rivers. Seven and eight pound trout are not uncommon.

S A V E O U R F O R E S T S

**NEWFOUNDLAND
FOREST
PROTECTION
ASSOCIATION**

Photograph by
A. C. Shelton,
Courtesy of Nfld.
Tourist Office.





WATER ST. GETS THE NEW LOOK

by DICK O'BRIEN

WATER STREET, St. John's, recognized as one of the oldest and most historic thorough-

fares in the Western Hemisphere, has has its face lifted. It is modernized indeed, but its past is by no means forgotten.

It was back in August, 1899,





Mayor Carnell cuts the tape to officially open the new Water Street. On the same date, August 29th, 1949, 4400 people paid \$1 each to attend the street dance sponsored by Lions Club (see Picture Parade of 1949). Below, Water Street in the early '20s — a July 1st parade.

that the first stone of the cobbled surface was put in place by the Honorable James McLoughlin, a member of the Legislative Assembly of the time, who gained his seat by virtue of a by-election in St. John's west, and in so doing won for himself the nickname "Townie", which lasted for the remainder of his 93 years. Some

of Mr. McLoughlin's immediate family saw that stone uprooted in 1949.

City Hall debated the resurfacing of Water Street for some time. It was an inevitable undertaking which was often aired at the Council meetings, but only early last year did the City Fathers deem it advisable to shoulder the





Busy section of Water Street showing the new T. A. Building on Duckworth Street in background. This is one of the most up-to-date buildings in the town.

responsibility. In May, a giant steamshovel rumbled over the cobble-stone surface for the last time and when at the western extremity, near the Railway station, it forced its huge jaws under the first of the time-worn stones, the modernization of Water Street was under way. The "side-

walk supervisors" were many as the operation began and in their midst were some heavy of heart, as they saw a very tangible link with the past being severed.

History tells time and time again of the glories of Water Street. It was on this very same street that the famous 'Newman's'

Water Street lies a stone's throw from the waterfront and from the many coves merchandise of all kinds is moved overland by trucks and to all parts of the Island by boat.



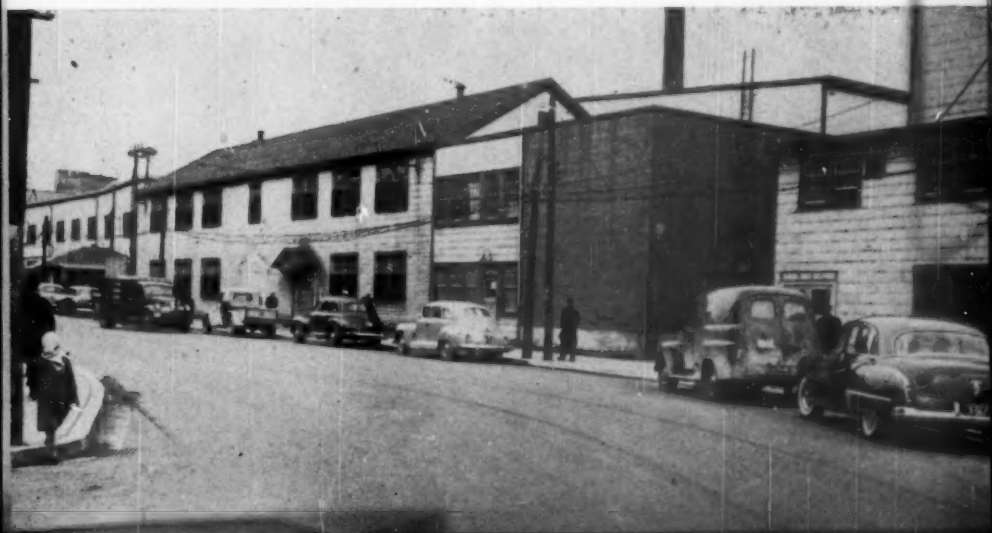


This is how a section of Water Street West looked before the war. Below, the same section with Navy buildings replacing the older structures and the new Water Street in the foreground.

transacted their business. Their wines, which often graced the tables of the Kings of England, were shipped from this very port. "The rolling action of the ship on the Atlantic and something in the climate of Newfoundland" did much to enhance the quality of their product, they said. Almost in the same area where the wine cellars were dug into the earth,

there once stood an historic business section which disappeared in the early part of the second world war; when the Canadian Navy came to Newfoundland, then an independent island in the Atlantic, there arose on that very same spot a great naval installation, and the Canadian tars waged war from Water Street.

Water Street's new surface will





Two hundred year old vaults still hold the famous Newman's Port Wine. These are located under Water Street, in the west end of the City.

forever contrast with the varied architectural works which line either side. The General Post Office, a rambling brick structure which one might often observe to be a church, was built in 1886. The present Customs House was in its day (seventy-five years ago) one of St. John's most modern hostelryes. On the north side of

Water Street the wooden hull of a fishing schooner was fashioned, and then launched across its surface to the waterfront below. It was here that more than one and a quarter centuries ago a dapper little man named Benjamin Bowring started a small but flourishing watchmaking business. Bowring himself could well be the

This is a scene on Water Street fifty years ago. Where the Evening Telegram office now stands, right, the Semi Ready Clothing Co. carried on business.





The work of laying down the new Water Street was carried out by Concrete Products Ltd. The job was complete by early summer.

leading character in a volume of history, when it is told how his ship was pirateered off the coast of the Avalon Peninsula. He was abandoned on the ice seven miles from St. John's, his only possession being a grandfather clock which he dragged with him over the ice to the safety of the city. And in the office of Bowring

Brothers Ltd., on the modern Water Street, this same clock still stands ticking off the seconds just as faithfully now as one hundred and thirty years ago. This same "Benny" Bowring twice saw Water Street a raging inferno, and almost all he had in the world consumed by flames.

Those who like to pass the

Water Street West near the railway station. At right is the new garage and service station of Hickman Motors.





Where old friends meet and new ones are made — McMurdo's on Water Street, one of the most modern restaurants and drug stores in Canada. A mid-morning cup of coffee at this counter is a custom with many businessmen along "the street".

hours reflecting on past history can indeed find great satisfaction in the story of the Water Street of the days that are no more—and for those who rejoice in progress there is the realization that 1949 has seen the accomplishment of something truly great. The clang and clatter of iron-clad wheels on the cobble-stone surface is gone. In its place the swish and swerve of a modern

age—and all is quiet on the waterfront. Today, its sleek black surface stretches from Cross Roads in the west to Hoylestown in the east. It is a street which shows that it took great men with daring and determination to write its history, the latest chapter of which has been executed by mechanical genius and steaming asphalt, at the hands of the modern worker.

The City Club, also located on Water Street, has a membership of 175 business and professional men. Started 66 years ago by the late A. M. Mackay, then St. John's manager for "Anglo", this club has all the facilities for the enjoyment of its members and their guests, including meal service. President is Ambrose J. Gosling and Secretary, R. C. Knight.



SKI-ING IN NEWFOUNDLAND

by P. H. PICKETT

TR-A--A--CK! Here I come." High-pitched, excited young voices echoing through the crisp air, crouched figures tearing down a hill with poles and bandanas streaming in a slip-stream, speed and grace personified in the most thrilling sport known to modern life—that is O'Brien's Farm on Wednesday and Sunday afternoons in St. John's.

Organized ski-ing in Newfoundland dates back fifteen years. A group of sport figures and prominent citizens of that time organized themselves into the Newfoundland Ski Club and built a ski cabin at Long Pond. A junior organization, the North Bank Ski Club, composed of a smaller group, made its appearance somewhat later. This latter group disbanded last year. The former is still active.

Local ski-ing received a shot in the arm in 1935 when the Peterborough Canoe & Ski Co., through its local manager, put up a trophy for cross-country competition to be won outright in three successive years. The first winner of this trophy is our well known athlete, Ferd Hayward. This competition has been going on ever since, except for an interval dur-

The winter sport of ski-ing is becoming increasingly popular in St. John's and other places. U. S. Army "ski patrols" through the countryside have added a colorful touch to the local scene.



ing the war. The trophy is now being donated by local firms. Another shot in the arm was the release during the later war years of surplus U. S. Army skis, which were sold at a price within the reach of the average worker.

Today, Corner Brook may be classed as the "St. Moritz" of Newfoundland. It has everything, or almost everything a skier dreams of: high mountains, ski headquarters—a cabin built by the paper company fifteen miles up country, and a ski-conscious population.

Buchans, too, has become infected with ski fever. There it is a case of ski or stay at home. The highways are blocked in winter, so if one wants to leave town for a hike he goes ski-ing. It has been said that in Buchans one learns to ski as soon as one learns to walk.

The great international airport, Gander, is coming into its own in the ski sense also. It has many ski enthusiasts who will soon "put it on the map".

An innovation recently introduced is the ski-tow. Two enterprising young skiers in St. John's purchased and imported the engine and equipment and set it up

(Continued on page 58)

CONGRATULATIONS
and
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With the Greatest of Pleasure . . .

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CORNER BROOK

Humbermouth, Corner Brook West, Curling

NEWFOUNDLAND



IT ALL STARTED HERE

G.H.
 Ltd.

**TWENTY-FIFTH
ANNIVERSARY**

On January 26th, 1925, the day that Goodyear & House Ltd. of Corner Brook made its opening bid for trade as pioneers (and still progressing) in the village on the Humber where the establishment of a paper mill was to make industrial history, net sales totalled \$38. Those initial tinkles of the G. & H. cash register heralded a commercial venture that today, 25 years later, is unique in its field.

THE FOUNDERS



Founders of G. & H. Ltd. were the late J. A. House (above, left), first Managing Director and the active head of the firm until his death in 1941; and R. C. Goodyear (above, right), first Chairman of the Board and still a Director.

Director R. Hiscock (below, left) has been with the firm since its inception, and is widely known for his intimate knowledge of the retail business. Secretary-Treasurer Geo. C. Rowe, C.A. (below right), a Director since 1942, was the firm's first accountant.

and DIRECTORS



Other Directors: J. R. Goodyear, H. K. Goodyear, E. J. Godden, R. G. Winter.



THE PRESIDENT

Son of the founder, J. A. House, and President of G. & H. Ltd., H. O. House directs policy and operation of the firm with shrewdness and consistency. His unimposing corner desk is the nerve centre of the G. & H. chain of four department stores serving Corner Brook and neighboring towns. Trained from boyhood in every department of G. & H., he is fully familiar with every phase of merchandising, accents keen buying, constant advertising, thoroughness and attention to detail. Words of Abraham Lincoln framed on office wall are indicative: "If I were trying to read, much less answer all the attacks made on me, this shop might as well be closed for any other business. I do the best I know, the very best I can; and I mean to keep on doing it to the end. If the end brings me out all right, what is said against me will not amount to anything. If the end brings me out all wrong, ten angels swearing I was right would make no difference".



G. & H. Accountant, with full responsibility for all office operations and credit section, is Miss A. King (above) who joined staff in 1936.

One of the secrets of G. & H.'s remarkable success is the loyalty and long service of the employees, many of whom have spent all their working lives with the firm. Mr. L. A. Harris (below, left) entered G. & H. grocery department in 1925, is still active at 70; Mr. Thomas French (below, right) helped to build first store, continued as teamster-handyman until his death in December last.





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**TWENTY-FIFTH
ANNIVERSARY**

Newest addition to G. & H.'s block-long main department store in Corner Brook is this roomy and modern Hardware Department, replete in seen-at-a-glance hardware merchandise of all kinds, including home furnishings and sporting goods. Main floor, pictured above, carries a complete stock of builders' hardware, china and glassware, as well as attractive displays of furniture (see demonstration of dining suite below). Basement floor is given over to paints and roofing supplies. Nine well-trained clerks serve in this department.

**HERE FOR
HARDWARE . . .**



Hardware Department Manager C. Perry came from Gander in 1942 to join G. & H. with intention of making Hardware his career.



A. Keeping, who joined G. & H. in 1942 and also came from Gander, is Assistant Manager of the Hardware Dept.



Snappy, efficient service and easy-to-get-at displays are customer - appreciated features of G. & H.'s well - stocked Grocery Department. Manager is J. Peddle (below) who joined staff in 1945.



... AND GROCERIES

Head Butcher at G. & H. is T. Maybee (right) who joined the firm in 1944, coming from the Exploits Valley Royal Stores at Grand Falls.



Typical of the G. & H. desire to give second-to-none service is this modern, sanitary Meat Market, which has all the latest equipment including a new electric cutter. Refrigerated store rooms are in the basement. The Market, which has a staff of four including Mr. Maybee, buys from local and mainland sources.



At the G. & H. stores all ages are catered to with the studied aim of making shopping a pleasure—especially for the mothers who can readily find their favorite Baby Foods on display.





General Office at the G. & H. main store, a corner of which is shown below, is a busy spot. Here all the paper work is done — and there's a pile of it.



Staff Training is an important feature of the G. & H. employee program. A new clerk in any department starts work under the here's-how-G. & H.-does-it method.



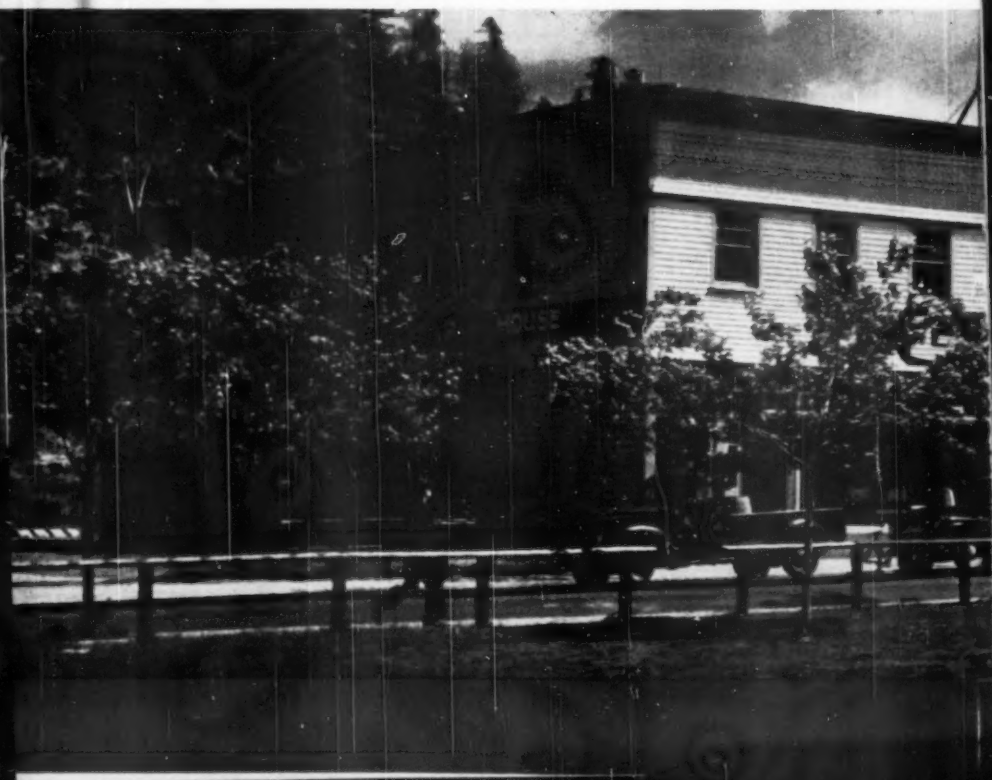
G. & H.'s mail own switchboard last year, with sure speedily all departments line to the branch.

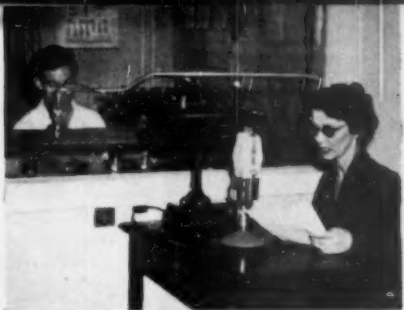


TWENTY-FIFTH
ANNIVERSARY

TWENTY FIVE
YEARS LATER

times of
of 45,
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and ex
Brook
Curling





store has its
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nnection with
-and a direct
#5.

Extensive G. & H. advertis-
ing includes a morning radio
feature "Melody Marketing"
on local C. B. C. station. Miss
Breen, senior saleslady in Dry
Goods Department, conducts.

G. & H. slogan, "Pioneers
and Still Progressing", was
again exemplified recently
when motorized delivery was
introduced. Firm has two vans
and a heavy duty truck.

On the same site as the original G. & H. building, dwarfing it many
ver, stands this imposing department store 150' x 100' and with a floor space
100 square feet — a monument to the foresight of its founders and to the
y and business acumen of its progressive management. Many times enlarged
panded in keeping with the needs of a growing town, the G. & H. Corner
store has sprouted three branches, at Humbermouth, Corner Brook West, and
, and altogether the firm now employs more than 100 people.





Fluorescent-lit display cases and harmonious color schemes characterize G. & H.'s newly decorated Dry Goods Department, a section of which is pictured above. Here milady can select from a complete line of imported and domestic yard goods, wools, and the like, and also, in a department within a department, she will find a wide variety of children's, misses' and ladies' shoes.

G.H.

TWENTY-FIFTH
ANNIVERSARY

G. & H.'s Ladies' Shop (below), opened in 1936, is a popular spot for discriminating shoppers because of the many famous "name" brands featured. Current fashion trends are watched very closely by Mr. House during his periodic visits to the markets, with the result that G. & H. departments are always in the fore with styles. A novel "department within a department" is the Hat Bar (below, right), located at the rear of the Ladies' Shop.



MILADY'S REALM



Manager of the entire Dry Goods Department is L. G. Harsant, (above), who also supervises the firm's year-round Toyland in which he is ably assisted by Miss M. Carberry, head Toyland saleslady. Head saleslady in the Ladies' Shop is Miss M. Rowsell (below).

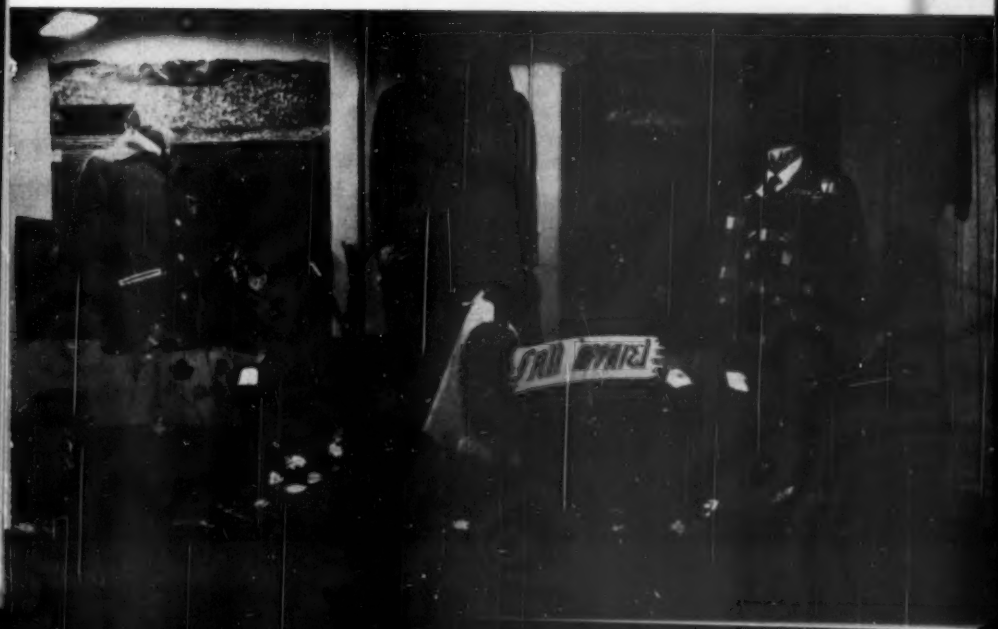


G. & H. stores enjoy a reputation for quality because the firm constantly plugs "name" brand merchandise in all its advertising. But even nationally advertised garments must really fit and contribute to the customer's good appearance, no less so in the Men's Department than in milady's realm. Decorative window displays, as illustrated below, figure prominently in G. & H. promotion—in all departments. Manager of the Men's Department is Harry Sparkes (below) who, like many G. & H. employees, joined the staff after leaving school, in 1942.



**FOR
MEN
ONLY**

Harry Sparkes also has responsibility for the G. & H. advertising, and the material for this 25th Anniversary story was prepared under his direction.



LINKS
OF A
GREAT
CHAIN



HUMBERMOUTH



In the early summer of 1927, two years after the main store was opened, Goodyear & House Ltd. acquired a piece of property in nearby Humbermouth and started a general store there. In 1940 the first G. & H. branch was moved to its present quarters (above). Manager of the Humbermouth store is L. Braye (left) who joined the firm back in 1925.



TWENTY-FIFTH
ANNIVERSARY

It is recorded in the G. & H. diary for 1932 that "a substantial loss was incurred as a result of the year's trading operations". Despite this depression-caused setback the firm in the following year leased a building in Corner Brook West and opened its second branch store. The move proved a sound one and ten years later the branch was transferred to larger quarters on busy Broadway (below). Manager is William King (right) who came to the firm from the East Coast in 1946.



CORNER
BROOK
WEST

Latest addition to the G. & H. chain is the Curling branch (right), opened in 1944 when the firm acquired the retail business of T. Basha & Sons at that long-established Bay of Islands settlement. In addition to general merchandise this store carries a complete stock of commercial fishing supplies, since Curling is the centre of the West Coast herring fishery.



William Bishop (left), who joined Grocery Department of the main G. & H. store in 1945, was appointed Manager at Curling in 1947. Supervisor of all G. & H. branches is C. Roberts (below) who joined firm in 1939.



CURLING



G. & H. merchandise and goodwill is spread over a wide area outside the immediate vicinity of the stores through the well-organized facilities of the Mail Order Department (below, left), where every effort is made to have orders filled and shipped on the day of receipt. Wareroom scene (below, right) is typical of what goes on constantly as new merchandise arrives to be sorted, priced and displayed.



BY THE BRANDS YOU WILL KNOW THEM — at the G. & H. Stores

A collage of various brand logos and a building illustration at the bottom. The logos include:

- HARVEY Woods** (handwritten style)
- STANFIELDS** (in a box)
- Pyrex WARE** (with text: "You can do a better work with sparkling PYREX WARE")
- HICKOK** (in a box)
- The WEST Shoe** (with a heart logo)
- Enterprise** (with text: "EVINRUDE")
- ABBEE** (with text: "(Kalamazoo Gray Top) C.C.M.")
- Maypole Maid** (in a box)
- STANFIELDS** (with text: "ALL THE FAMILIES")
- Waterman's** (in a box)
- Zimmerkneit** (in a box)
- GENERAL ELECTRIC** (in a box)
- YARDLEY** (in a box)
- Spalding** (with text: "MADE IN CANADA", "SPALDING", "GETS THE POKE IN SPORTS")
- Onyx** (in a box)
- RONSON** (in a box)
- MAX MAYER'S** (in a box)
- Pickfair** (in a box)
- "MATCHLESS"** (in a box)
- Corbally** (in a box)
- Simmons** (in a box)
- GOODYEAR** (in a box)
- JOHN'S LINOLEUM** (in a box)
- YARDLEY** (in a box)
- napco** (in a box)

At the bottom, there is an illustration of a two-story brick building with a sign that reads "GOODYEAR HOUSE". The building has many windows and a flag flying from the roof. People are walking on the sidewalk in front of the building, and a car is parked on the street.

*Congratulations to Goodyear & House
... on Their 25th Anniversary*



FOR MEN

On Sale at Corner Brook, Corner Brook West,
Humbermouth and Curling

THE HARTT BOOT & SHOE CO. LTD., Fredericton, N. B.

CONGRATULATIONS

and Best Wishes to

GOODYEAR & HOUSE LTD.

on the occasion of their
Twenty-fifth Anniversary

from the makers of

MATCHLESS PAINT

STANDARD MANUFACTURING
COMPANY, LTD. ST. JOHN'S

SPORT IS OUR BUSINESS

"The Sports Shop" was opened on Water Street in June 1947 by Edwin Murray Limited. It fills a long felt need in the Newfoundland sporting world. The Sports Shop is the only business in the Island exclusively specializing in sporting goods, which are stocked in a great variety for every sport and pastime.

Anglers can find here everything they need except the fish—live worms for bait up to that ultimate in fishing tackle Hardy rods and reels.

The Sports Shop represents Hardy Brothers for fine fishing tackle; B.S.A. Motorcycles and A. G. Spalding & Bros. for baseball, hockey, basketball and athletic equipment.

The Sports Shop also makes a specialty of supplying uniforms for all sports as well as trophies and athletic footwear.



The Sports Shop, 256 Water Street, St. John's.

The staff here knows its sporting goods thoroughly. The service department repairs fishing rods, blues guns, applies steel edges to skis and expertly strings tennis and badminton rackets.

(Continued from page 43)

at O'Brien's Farm across the railway track from Bowring Park, for the use of the many skiers who gather there on holidays and Sunday afternoons.

Ski-ing is no longer an activity reserved for rugged mountaineers from Scandinavia and Alpine regions. At this time of the year millions of people in this western hemisphere are getting twitching knees and every holiday and week end a mass exodus to the ski runs takes place. Less than twenty years ago you could count on one hand the number of ski areas in North America. Most of the expert skiers then went to Switzerland and it was reserved for the rich ones of the earth. Today, the ski industry has boom-

ed into a billion dollar business.

Competitive ski-ing is usually divided into four parts. The most common in our province is cross-country, up-hill and down-dale; it is a test of endurance and rather wearying, the most masculine of all sports yet not too rugged for the gentler sex.

Downhill racing is ski-ing in its natural element. Wrapped in a whirl of flying snow with the wind beating in your face at over fifty miles an hour, you get from the top of the mountain to the bottom in the shortest possible time: It takes a lot of nerve and courage to let yourself go. This is no place for tense nerves. Take a semi-crouch and, whoosh!—non-stop to the bottom, on your feet or on your ear.

A jumping contest is the most spectacular and also the most highly specialized form of ski-ing. One usually watches with a sense of awe with no idea of participation. It does take a lot of courage to swoop into nothingness, and a lot of training and ability to land right part up, an ability which can only be acquired by constant daring and practice.

Expert skiers can slalom, that is race down hill in zig-zag pattern over a course fixed by a series of flagged stakes set about six feet apart, all the way from the start to the finish line. Slalom is the art of taking swift turns at high speed, an amazing, spectacular contest to watch.

In national and international competitions, the slalom is run in combination with the downhill race, and jumping is combined

with cross-country ski-ing.

Ski-ing must be tried to be enjoyed. To explain it is like trying to explain the experience of hunger to a person who has never felt the sensation. Flying downhill on a pair of hickory boards gives a sense of complete freedom, both physical and mental and a feeling of exhilaration. It affords also a brief respite for great numbers of people from the toil and complexities of modern society. The sensation of grace and speed that a skier feels while competing with nature and himself may be elusive, and it may end up with a crash into the side of the hill or a tree, but once felt it gains such a grip that brings him out of his fall and up to the top of the run as eager as before to yell:

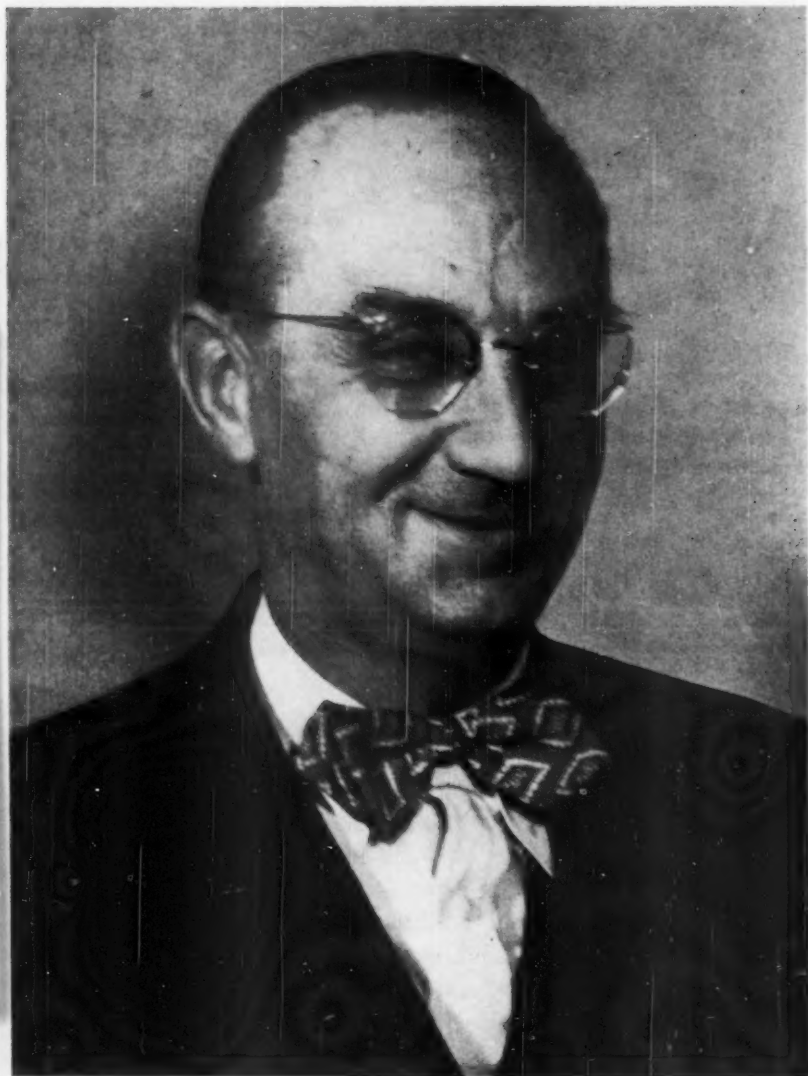
"Tr-a-a-ck," here I come!

Here Is Your Provincial Parliament

Atlantic Guardian takes pleasure in presenting on following pages a picture and biographical sketch of each of the 28 members elected to the House of Assembly in the first provincial election held in Newfoundland, May 27th, 1949. All the pictures were specially taken by Marshall Studios for this purpose.

If sufficient orders are received, reprints of this feature (in the form of a 32-page booklet) will be made available at nominal cost, but orders in less than 100 lots cannot be considered. Address enquiries to Atlantic Guardian, 1541 Mackay Street, Montreal 25, P. Q.

PREMIER OF NEWFOUNDLAND



HON. J. R. SMALLWOOD, M.H.A.

A little over three years from the day when he announced publicly that he had become a Confederate, J. R. Smallwood found himself called upon to form an interim government for the Province of Newfoundland. Less than two months later the man who had done more than any other person to bring his country into union with Canada saw his Liberal Party swept into office by an overwhelming majority, and himself confirmed in the role of the Island's first Provincial Premier. (He is also Minister of Economic Development). Born at Gambo in 1900, Mr. Smallwood's career is marked by journalistic and political enterprises at home and abroad. He is a prodigious worker and a quick-witted, forceful debater.

LEADER OF THE OPPOSITION



HON. JOHN G. HIGGINS, K.C., M.H.A.

One of Newfoundland's Rhodes Scholars and a graduate in law at Oxford, John G. Higgins, K.C., B.A., was born in St. John's in 1891 and received his early education at St. Bon's College. He was made a King's Counsel in 1932, and is President of the Law Society of Newfoundland as well as Vice President for Newfoundland of the Canadian Bar Association. He was Honorary Secretary of the Newfoundland Patriotic Association from 1939 until its dissolution in 1948, and is Honorary Dominion President of the Great War Veterans Association of Newfoundland. Mr. Higgins is Progressive Conservative Member of the House of Assembly for St. John's East, with F. D. Fogwill, and Leader of His Majesty's Opposition.

MINISTER OF LABOR



HON. CHARLES H. BALLAM, M.H.A.

A former President of the Newfoundland Federation of Labor and active in the Trade Union movement since 1929, Charles H. Ballam was born at Curling in 1901 and served his apprenticeship in the Electrical Department of the Anglo-Newfoundland Development Company mills at Grand Falls. He was employed at the Corner Brook mills in various capacities until 1940, when he resigned to become representative on the West Coast for the Sun Life Assurance Company. In 1946 he was elected to represent Humber District on the National Convention and was a member of the first Ottawa Delegation. Mr. Ballam was returned as the Liberal member for Humber in the 1949 election and became Newfoundland's first Minister of Labor.

MINISTER OF HEALTH



HON. JAMES R. CHALKER, M.H.A.

Born in 1912 at St. John's, son of the late Deputy Mayor James R. Chalker and Mrs. Mary Chalker, J. R. Chalker was educated at Bishop Field College and St. Andrew's College, Aurora, Ont., later going into the business of Chalker & Co. Ltd. and The Newfoundland Lime Manufacturing Co. Ltd., of which companies he was made a Director in 1932. Following the union of Newfoundland with Canada in 1949, Mr. Chalker entered political life and was successful in winning the District of Harbor Grace as a Liberal. He was made Minister of Health in succession to the Hon. H. W. Quinton, C.M.G., when the latter became Minister of Finance. He is married and has three children.

MINISTER OF JUSTICE



HON. LESLIE R. CURTIS, K.C., M.H.A.

Born at Twillingate in 1895, son of the late Rev. Dr. Levi Curtis and Mrs. Lillie (Black) Curtis, L. R. Curtis, K.C. was educated at the former Methodist College in St. John's and studied law under the late Sir Richard Squires. He was called to the Bar in 1920, created a King's Counsel in 1931, and in 1936 created his own law firm, Curtis & Dawe, which still continues. Mr. Curtis was invited by the Hon. J. R. Smallwood to become Attorney General in his Interim Cabinet in April, 1949. Subsequently Mr. Curtis contested the District of Twillingate as a Liberal and was elected by a vote of more than ten to one. The Attorney General is particularly interested in the cause of education. He is married and has one daughter.

MINISTER OF SUPPLY



HON. PHILIP S. FORSEY, M.H.A.

Born at Grand Bank in 1912 and educated at the United Church Academy there and also at the Memorial University College in St. John's, Philip S. Forsey taught school for fifteen years, five of these at Prince of Wales College in St. John's. An active worker for Confederation, he campaigned for the Confederate Party in the districts of Burin, Fortune Bay and Hermitage, and Burgeo-La Poile. When Confederation became an accomplished fact, Mr. Forsey resigned his teaching post at Prince of Wales College and contested his home district of Burin as a Liberal, being returned by a substantial majority. He acted as Minister of Provincial Affairs in the Smallwood Interim Government, taking over the portfolio of Supply after the election.

MINISTER OF EDUCATION



HON. SAMUEL J. HEFFERTON, M.H.A.

A teacher by profession and from 1942 to 1949 President of the Newfoundland Teachers Association, Mr. Hefferton was born at Newton, Bonavista Bay, in 1896, and received his early education there and at Bishop Field College in St. John's where he was a member of the teaching staff at the time of entering politics. He graduated from Memorial University College in 1928 and took extra-mural studies at London University and at Queen's in Kingston, Ont. On discharge from the Royal Newfoundland Regiment in 1918 he went into journalism, turning later to teaching. In the 1949 election he was successful in winning the District of Trinity North as a Liberal and was made Minister of Education.

MINISTER OF FISHERIES AND CO-OPERATIVES



HON. WILLIAM J. KEOUGH, M.H.A.

Although born in St. John's—in 1915—and educated there, at St. Patrick's Hall School and St. Bonaventure's College, W. J. Keough has spent most of his working years among the people of the outports, first as a Field Worker and Auditor with the Co-operative Division and later as a travelling auditor for West Coast Co-operative Societies. Well known as a writer and debater on public affairs, Mr. Keough sought and won election to the National Convention of 1946, representing St. George's District, and in 1949 he was again elected in the provincial voting, as a Liberal, for the District of St. George's-Port au Port. Minister of Natural Resources in the Interim Cabinet, he was later made Minister of Fisheries and Co-operatives.

MINISTER OF PUBLIC WELFARE



HON. HERBERT L. POTTLE, Ph.D., M.H.A.

Newfoundland's first Minister of Public Welfare, Dr. Herbert L. Pottle was previously Executive Officer in the Department of Education (U.C.), Director of Child Welfare and Judge of the Juvenile Court of St. John's, and, prior to union, Commissioner for Home Affairs and Education in the Commission of Government. Born in Flatrock, Carbonear, in 1907, he was educated at the former Methodist College in St. John's, Mount Allison University, and the University of Toronto where he majored in psychology and mental hygiene, returning to his homeland in 1938. When Confederation brought an end to the Commission system in Newfoundland, Dr. Pottle contested and won the District of Carbonear-Bay de Verde as a Liberal.

MINISTER OF FINANCE



HON. HERMAN W. QUINTON, C.M.G., M.H.A.

Commissioner for Public Health and Welfare at the time the Commission of Government went out of office, Mr. Quinton re-entered political life when Newfoundland became a province of Canada and successfully contested the District of Burgeo-La Poile as a Liberal candidate. Twenty years ago he was sitting in the House of Assembly as a member for Bonaville South and as Minister of Public Works, the years between being filled with public service, first as a magistrate, then as Director of Local Government Affairs, and subsequently as a member of Commission Government. Minister of Health in the Interim Government, Mr. Quinton took over the portfolio of Finance after the election. He was born at Red Cliffe, B. B., in 1896.

MINISTER OF NATURAL RESOURCES



HON. EDWARD RUSSELL, M.H.A.

A fisherman's son, born in 1904 at Coley's Point, Conception Bay, the present Minister of Natural Resources and Member of the House of Assembly for Bonavista South was educated at Coley's Point High School, Bishop Field College, and the Memorial University College. He taught school for fifteen years, served as a magistrate in various districts from 1935 until 1943 when he was appointed Director of the Co-operative Division, Department of Natural Resources. Mr. Russell resigned in April, 1949, to enter politics as a Liberal in the provincial election. He is married to Dora Oake of Change Islands, and has four daughters.

MINISTER OF PUBLIC WORKS



HON. EDWARD S. SPENCER, M.H.A.

An engineer who played various important roles in the early establishment of the underground mines at Bell Island, in construction of the original seaplane base at Botwood where the trans-Atlantic clippers made history, and in the building and maintenance of Newfoundland's international airport at Gander, as well as in other engineering projects on the mainland, Edward S. Spencer resigned his position as Assistant Engineer and Construction Superintendent at Gander in May, 1949, to enter politics. He came out as Liberal candidate for the District of Grand Falls, won his election and was appointed to the Cabinet as Minister of Public Works. Mr. Spencer was born at Pilley's Island in 1893.

MINISTER OF PROVINCIAL AFFAIRS



HON. JAMES J. SPRATT, M.H.A.

For sixteen years a member of the Municipal Council of St. John's, in which city he was born in 1877, James J. Spratt held the position of Deputy Mayor at the time of his successful contesting of the District of St. John's West, with O. L. Vardy as his running mate, in Newfoundland's first provincial election as a province of Canada last year. He ran as a Liberal and was appointed Minister of Provincial Affairs in the Smallwood Government. A mason by trade, Mr. Spratt worked at stone and brick work for fifteen years. In 1907 he started a contracting business in the building trade which he continued successfully until 1935. His chief hobby has been stamp collecting.

SPEAKER OF THE HOUSE



HON. R. F. SPARKES, M.A., M.H.A.

A Licentiate of the College of Preceptors, London, and holding a Master of Arts degree from Columbia University, New York, Reginald F. Sparkes spent eleven years teaching in Newfoundland and Labrador schools, and was a School Supervisor with the Department of Education at the time of entering politics. Mr. Sparkes campaigned as a Liberal in St. Barbe District and was returned with a large majority. He was elected Speaker of the first Newfoundland Provincial Legislature. During World War II he served as Administrator of Educational and Personal Services with the Canadian Legion in Newfoundland. He was born in 1906 at Jackson's Arm, W. B., is married and has four children.

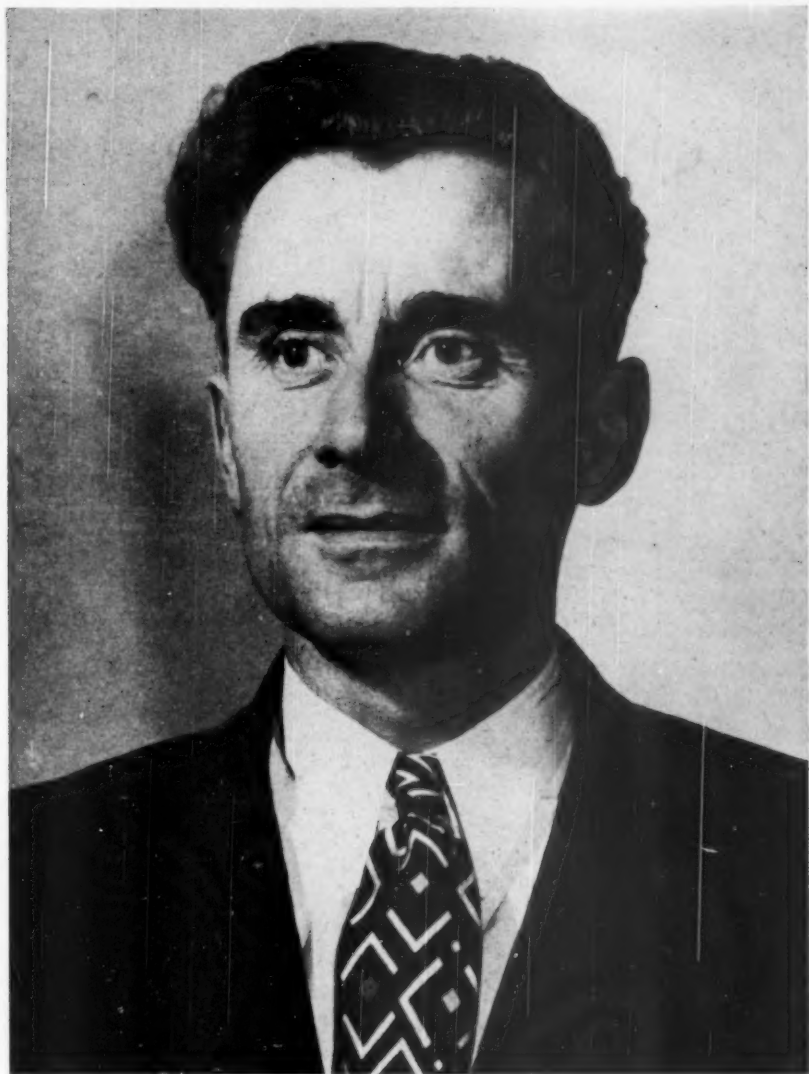
MEMBER FOR TRINITY SOUTH



C. MAXWELL BUTTON, M.H.A.

A former policeman and relief inspector, Maxwell Button was Liberal candidate for the District of Trinity South in the provincial election of 1949 and was one of those who polled a substantial majority. Born in 1913 at New Melbourne, Trinity Bay, he joined the police force in 1931, going first to Harbor Deep in White Bay. Three years later he was promoted to Acting Sergeant and was posted to Hopedale in charge of the Labrador Police Patrol. In 1938, after serving at several other Newfoundland outposts, he joined the Department of Public Health and Welfare as District Inspector of Relief for Trinity North, Bonavista South, and the South West Coast. Mr. Button resigned in April, 1949, to enter politics.

MEMBER FOR PLACENTIA WEST



PATRICK J. CANNING, M.H.A.

Born in 1915 at Merasheen and educated there, Patrick J. Canning followed the sea at an early age. At the outbreak of World War II he joined the Royal Navy and later switched to Combined Operations. In the Mediterranean theatre of action he took part in a number of initial Allied invasions, and was among those present on "D" Day at the Normandy Beachhead in 1944. During his war service he was three times a survivor of enemy sinkings. On his return to Newfoundland in 1945 he entered Memorial University College and for three years studied to be a teacher. But he chose politics instead, going into his native Placentia West district as a Liberal in the provincial election. Mr. Canning won by a substantial majority.

MEMBER FOR FERRYLAND



MAJOR PETER J. CASHIN, M.H.A.

A bitter critic of Commission Government who fought hard and long for the restoration of Responsible Government both during the Commission era and through the life of the National Convention, of which he was a member, Major Peter J. Cashin first sat in the House of Assembly more than twenty years ago, then as now representing the District of Ferryland, a seat formerly held by his father, the late Sir Michael Cashin. In the first provincial election, last year, he contested Ferryland District as an Independent and won out over his Liberal and Progressive Conservative opponents. Major Cashin was born at Cape Broyle in 1890 and was married in 1923 to Blanche Fitzpatrick. They have two children.

MEMBER FOR FORTUNE BAY-HERMITAGE



JOHN R. COURAGE, M.H.A.

Deputy Speaker of the House of Assembly and Chairman of Debates, John R. Courage was Principal of the Adult Education Centre in St. John's when the first provincial election was called, in April, 1949. He resigned his position and contested his native district of Fortune Bay and Hermitage for the Liberal Party, polling a 93% majority. Born in 1915 at Long Harbor Beach, F. B., he lived for a time at Sydney, N. S., then returned to Newfoundland and became a teacher at the age of 16. He got his education at Memorial University College and Acadia University. At present he is reading law with the firm of Curtis & Dawe. Mr. Courage is married and has two children.

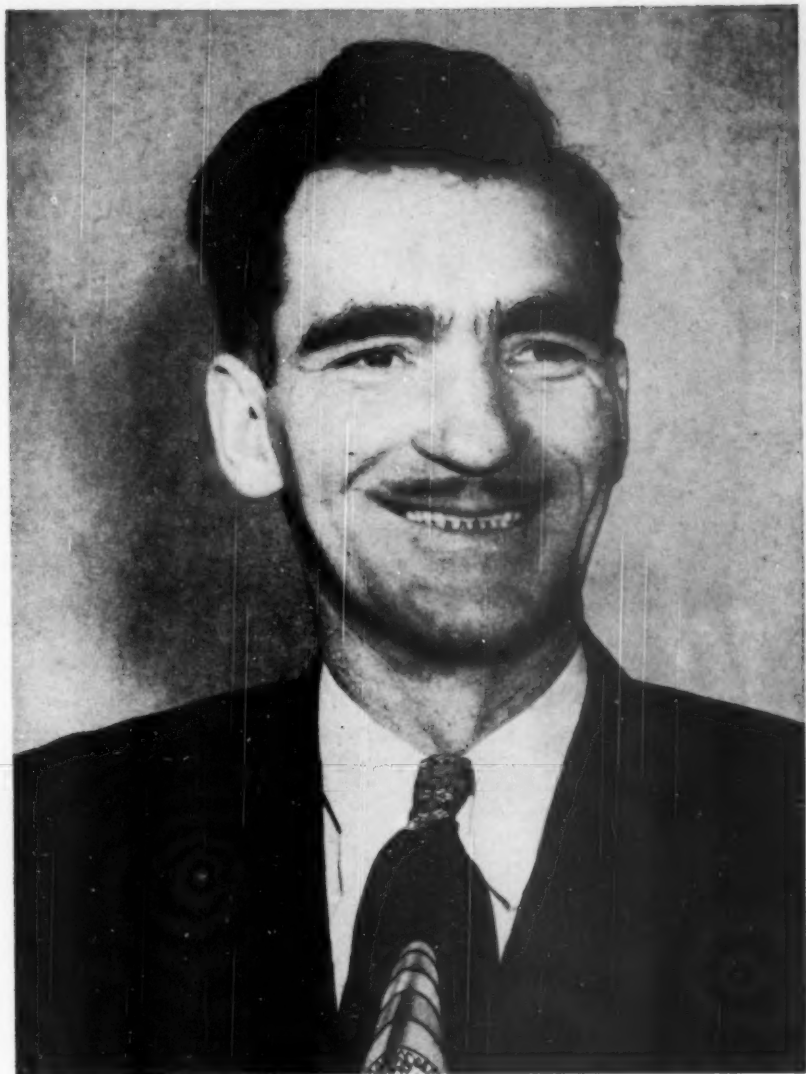
MEMBER FOR HARBOR MAIN-BELL ISLAND



R. J. FAHEY, M.H.A.

Working with the railroad for nearly thirty years, R. J. Fahey has been prominently identified with railway unions and labor matters since 1920, in which year he first became a member of a trade union. In the '30s when much labor organization took place he was a member of the Railway Negotiating Committee and one of the signatories to a working agreement which is in use today. He was elected First Vice-President of the Newfoundland Federation of Labor at its inception in 1938, and subsequently was a delegate to a number of conventions both at home and on the mainland. Forty-five years old, Mr. Fahey was elected to represent the District of Harbor Main-Bell Island, with Mr. Jackman, on a Progressive Conservative Platform.

MEMBER FOR WHITE BAY



SAMUEL DROVER, M.H.A.

A member of the Newfoundland Ranger Force stationed at LaSclé at the time when Newfoundland's first provincial election was called, Samuel Drover gave up his police job and entered the campaign as a Liberal contestant for the District of White Bay. He was elected with a large majority. Born at Hodges Cove, Trinity Bay, in 1911, Mr. Drover's first job was school-teaching, which profession he followed from 1929 until 1938. He then joined the Newfoundland Constabulary, resigning in 1942 to enlist in the Royal Air Force. Rejected for active service, he joined the Newfoundland Ranger Force and held the rank of Corporal at the time of his resignation to enter politics.

MEMBER FOR ST. JOHN'S EAST



FRANK D. FOGWILL, M.H.A.

Election of Frank D. Fogwill to the National Convention of 1946 as a labor candidate for St. John's East Extern was a natural consequence to many years of trade union activity. Mr. Fogwill was one of the founders of the Newfoundland Federation of Labor and has been both treasurer and president of Local 669, Brotherhood of Railway Carmen of America. His work in railroad service dates back to 1917. During the Convention he was a member of committees, active in debates, and a strong supporter for the restoration of Responsible Government. During the recent provincial election he was running mate with J. G. Higgins, K.C. for the Progressive Conservative Party in St. John's East, and was elected.

MEMBER FOR LABRADOR



HAROLD HORWOOD, M.H.A.

Labor organizer and writer, born in St. John's in 1923 and educated at Prince of Wales College, Harold Horwood got his training in public speaking in high school and at the Methodist College Literary Institute in St. John's. He organized the General Workers Union and was the first elected President of the Building Crafts Association, as well as being General Organizer for the Newfoundland Federation of Labor during its 1946-47 drive. In 1945 he organized a group of writers in St. John's and founded the literary magazine Protocol. An active campaigner for Confederation from the beginning, he contested the District of Labrador on a Liberal ticket and was returned with a large majority.

MEMBER FOR HARBOR MAIN-BELL ISLAND



DAVID I. JACKMAN, M.H.A.

President and Business Agent of Local 4121, United Steel Workers of America (CIO), David I. Jackman was born at Bell Island in 1902 and was educated there and at St. Bonaventure's College, St. John's. From 1920 until 1930 he resided in the United States. Returning to Newfoundland he was active in the labor movement and in 1940 organized the Miners' Union on Bell Island. He was elected to the National Convention in 1946 before which body he advocated union with the United States, at the same time putting his vote on record against the Confederation terms. Mr. Jackman headed the poll in Harbor-Main-Bell Island District, which he contested as a Progressive Conservative.

MEMBER FOR FOGO



GORDON W. JANES, M.H.A.

Born at Pooles Island, Bonavista Bay, in 1918, Gordon W. Janes entered the teaching profession on completion of his studies, but left the schoolroom after four years to enter His Majesty's Forces, in 1940. He served with the 166th Newfoundland Regiment (R.A.) in Great Britain, North Africa and Italy, and was wounded in action in 1944. Following demobilization in 1946 he joined the staff of the Co-operative Division as a Field Worker. Mr. Janes entered the provincial election as a Liberal candidate and successfully contested the District of Fogo. His chief interests are the Co-operative Movement and economics.

MEMBER FOR PORT de GRAVE



GEORGE T. MACKINSON, M.H.A.

Son of Mr. and Mrs. Thomas Mackinson of "Mackinson's" near Brigus, George T. Mackinson received his early education at Bishop Field College, St. John's, and at Acadia Academy and King's in Nova Scotia. Later he studied agriculture at the Nova Scotia Agricultural College, Truro, from where he joined the Royal Canadian Mounted Police in 1923. Mr. Mackinson served the "Mounties" with distinction throughout Canada as well as in the Arctic regions; during the early war years he assisted in organizing the Civil Security Branch in British Columbia. On returning to Newfoundland in 1943 he took up dairy farming at Mackinson's. He was successful in winning the District of Port de Grave for the Liberals in May of last year.

MEMBER FOR PLACENTIA-ST. MARY'S



LEONARD J. MILLER, M.H.A.

Chairman of one of Newfoundland's first Rural District Councils and the elected representative for Placentia East on the 1946-48 National Convention, Leonard J. Miller became a Progressive Conservative candidate in the District of Placentia-St. Mary's in the first provincial election and was elected to the House of Assembly. Born at Placentia in 1907, he got his education there and at St. Bonaventure's College in St. John's, after which he spent a year in the teaching profession. After a period of employment as an electrician at Deer Lake he returned to Placentia and started his own trucking business between Placentia and St. John's, which business is still in operation. Mr. Miller is also a director of the Placentia Trading Co., Ltd.

MEMBER FOR GREEN BAY



ALBERT BAXTER MORGAN, M.H.A.

Educated at Port de Grave, where he was born in 1918, and at Prince of Wales College and Memorial University College in St. John's, Baxter Morgan entered the teaching profession and, after six years, went on to another phase of educational work as a Senior Field Worker with the Co-operative Division of the Department of Natural Resources, serving in this field for another six years. In April, 1949, he resigned to enter politics and successfully contested the Green Bay District as a Liberal in the provincial election. He is particularly interested in the Co-operative Movement. Mr. Morgan married the former Margaret Grace Parsons of Lush's Bight, and they have one child.

MEMBER FOR ST. JOHN'S WEST



OLIVER L. VARDY, M.H.A.

Prominent in the business life of St. John's and as a radio personality, Oliver L. ('Al') Vardy has the job of administering the new Work Relief Program of the Government in addition to being Parliamentary Assistant to Premier Smallwood. Born in Channel in 1906 and educated in Newfoundland and abroad, Mr. Vardy served as a member of the St. John's Municipal Council from 1941 to 1949. He is President of the Men's Service Club of Wesley United Church and a Past President of the St. John's Kinsmen Club. In the recent provincial election Mr. Vardy campaigned in the District of St. John's West as a Liberal and was elected, with the Hon. James J. Spratt. His wife is the former Elsie Peek of Plymouth, England. They have four children.



FIRST LADY OF THE LABRADOR

by ADELAIDE LEITCH

WOMAN in a man's country is Mrs. K. M. Keddie of Cartwright, Labrador. This lady with the firm, no-nonsense handshake, the gray hair framing a tanned face in a fur-lined parka, is no Jennie-Sit-By-The-Fire on the coast. She covers thousands of miles in the course of her work—travelling by boat in summer and by dog team in winter—and the job that takes her to the far corners of the Labrador is that of Industrial Supervisor for the Grenfell Mission.

The industrial shops on the coast—from the large, square building at St. Anthony on the panhandle of Newfoundland, to the trim, well-stocked stores at Northwest River and at Cartwright (shown here) are important ports of call for tourists coming north. Mrs. Keddie visits them all on her tours of inspection.

Daughter of a Hudson's Bay Company man from Le Pas, Manitoba, she has spent most of her life on the coast and, like most Labradorians, she has no interest in living elsewhere. Phases of her life which she takes quite for granted would completely upset her more metropolitan sisters of Newfoundland or the other provinces of Canada—no corner drug

stores, no grocerias, long winter months when there is no company but what is already on the Labrador, and inspection trips when there is every likelihood of being marooned in a sudden storm and sharing a seal meat stew with a family of Eskimos.

Although the Grenfell Mission started primarily as a medical mission to the coast, the word "Grenfell" now calls up images of windproof parkas, deerskin slippers trimmed with Arctic hare, exquisitely worked bridge table covers, and hundreds of knitted, woven and embroidered articles for which the industrial side of Mission work has become world famous. (Much of it finds its way to the far corners of the earth too, via the passengers who stop briefly at international Gander Airport in Newfoundland and visit the Grenfell shop there.)

Today, there is no finer workmanship in native crafts anywhere, and the "Grenfell" label is a magic one to the tourists who are beginning to trickle up the

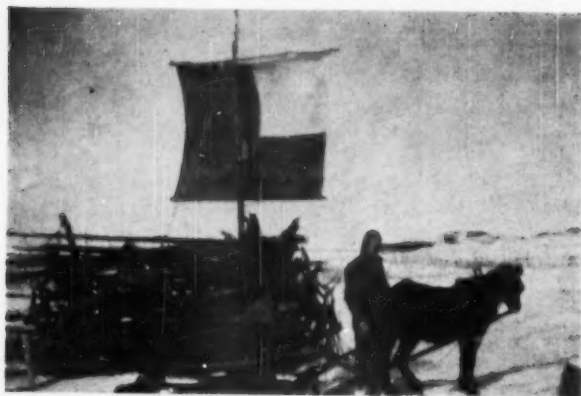
coast. The standard of workmanship is due, largely, to the inspections of the hard-working Industrial Supervisor, who travels between the headquarters of St. Anthony, Newfoundland, Cartwright, the 'capital' of the coast, and Northwest River, up Hamilton Inlet—as well as to the isolated homes of Grenfell workers.

Basically, the Grenfell industrial work is doing much the same for the women of Labrador as the Jubilee Guilds and NONIA (Newfoundland Outport Nursing and Industrial Association) are doing for the rural women of Newfoundland. A caribou motif in Newfoundland may be replaced by a dog team or a be-furred Eskimo in Labrador, but the women of Labrador, like their sisters in Newfoundland, have a paying hobby that teaches them better ways of living besides.

For who would buy an article of slip-shod workmanship? And who, for that matter, would try to slip it past the critical eye of Mrs. Keddie?

Mrs. Keddie herself, may take out the scarves with dog teams and komatiks on them, the deerskin slippers trimmed with Arctic hare, and display them for visitors. Local residents say Grenfell goods are expensive, but most Canadians and Americans find them, on the contrary, quite reasonable by metropolitan price scales!





THEY PUT THE CART BEFORE THE HORSE

by D. W. S. RYAN

WOODSMEN at Cape Freels in Bonavista North put their sleds before their horses and get their firewood hauled without too much effort on the part of horse or driver.

In winter fishermen at the Cape and vicinity have to go some ten or twelve miles to get firewood. They follow a chain of ponds and lakes until they arrive in a recently-burnt forest area of gaunt dry wood. Further on is the green forest.

To reach this wooded area they leave home around five o'clock in the morning and return early in the afternoon with just one load of precious firewood. They cover the twenty to twenty-five miles in quick time by using a sail to help them along. Generally the wind is in their favor either in the morning or in the afternoon. So effective is this sail that when

a good breeze is blowing the woodsmen unharness their horses when they come to a pond, hitch them to the rear of their sleds and scoot across the icy surface with a speed that often tugs the horse at a gallop.

The sail is generally made of two flour sacks sewn together and fitted to a crossbar, which is attached to a ten-foot mast. This stick rests on a board placed across the two transoms of the sled, and the wood is then piled around it, thus keeping the mast securely in place.

Fitted to the top of the mast, the sail can be lowered or raised by two ropes attached to a ring or block at the masthead. With the aid of this sail fishermen can tack their sleds as they can their boats, and make quick dashes over the barren country which is dotted with numerous ponds and streams.

This sail-sliding device is not a product of modern ingenuity. Rather it is a century-old practice of putting the cart before the horse, proving that in this case at least there's an exception to the rule.

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Affinities and Contrasts
SIR Albert Walsh, distinguished Chief Justice of Newfoundland, recently addressed a representative gathering in Toronto to bring his fellow Canadians a broader understanding of the history and aspirations of residents in the new tenth province.

Sir Albert spoke of things that the island and mainland had in common; their common heritage of British blood and institutions, their common love of freedom, and their common struggles against outside foes. It came as a surprise to many listeners to learn that the Newfoundland Regiment fought side by side with Canadian units in the successful repulsion of American invaders during the War of 1812. During that struggle many Newfoundlanders took a leading part in manning Great Lakes warships that gave such a good account of themselves in actions against American war vessels, just as their descendants served so gallantly on the seven seas in the two recent global wars. Going further back in history, Sir Albert reminded listeners that before Jacques Cartier sailed up the Gulf of St. Lawrence to the Indian village which was the site of the present city of Montreal, the famed mariner had explored much of the Newfoundland coast, in 1534.

The writer listened with inter-



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est to these and other references to things the island and mainland had in common, and it occurred to him that some comparisons of the stamps of Newfoundland and Canada might well be made in this column, an idea that stemmed from hearing Sir Albert's comparisons along other lines.

Valuable Early Issues

Generally speaking, the most valuable stamps of both the island and mainland are those published up to the year 1864. Some of these postal adhesives are worth hundreds of dollars each, a few upwards of \$1,000. Few indeed of the later issues bring anything like these prices, for the simple reason that most of them are as relatively plentiful as the earlier ones are scarce.

Most of the very early stamps of Canada, issued in the 1850's, portrayed the head of Queen Victoria, those of Newfoundland pictured the Crown and Heraldic Flowers of the United Kingdom, both these subjects suggesting the close ties of each country with the Motherland.

The Duke of Connaught former Governor-General of Canada, is portrayed on the stamps of both Newfoundland and Canada, as indeed are most members of the British Royal family from Queen Victoria onwards. Only the stamps of Newfoundland, however, portray such early monarchs as King Henry VII, King James I, and the first Queen Elizabeth, who granted charters of discovery to the early explorers of the island.

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acter of Newfoundland and its people, many stamps of the island depict all manner of sea vessels, those sailed by Cabot, Guy and Raleigh, those used in fishing and sealing, and those used in coastal and overseas transportation, including the ill-fated modern steamship Caribou. Although Canadian stamps picture but few sea craft, these include one showing the Steamship Royal William, whose 1833 voyage was the first Trans-Atlantic passage under steam all the way, and another which depicts the Schooner Bluenose, racing queen of Atlantic fishing vessels.

Colorful pictures of birds, fish and animals adorn the stamps of both Canada and Newfoundland, particularly those of the island. Engravings of codfish, salmon, seals, caribou and ptarmigan give a distinctive note to many island stamps, while the famed Newfoundland dog is the principal subject of other striking stamps. Canada's first stamp depicts a beaver, national symbol of her people's industry, and a recent airmail stamp shows Canada geese in flight. Considering the abundance and variety of wild life in the Dominion, the postal authorities appear to have overlooked opportunities to portray interesting inhabitants of the forests and streams of her vast hinterlands. Possibly politics played a part in this and certain it is that far more Canadian statesmen than representative four-footed, feathered or finned creatures appear on the stamps of the Dominion.

Statesmen portrayed on Canadian stamps include Sir Wilfrid Laurier, Sir John A. Macdonald,



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Baldwin, Lafontaine and others. No statesmen or political leaders appear on the stamps of Newfoundland, although the statesmanlike as well as humanitarian qualities of Sir Wilfred Grenfell are commemorated by a handsome pictorial stamp.

Similar Subjects

Stately public buildings, gigantic waterfalls, maps, mining and logging scenes, and aeroplanes in flight are all subjects portrayed on Canadian and Newfoundland stamps alike. Several Newfoundland stamps depict codfish and fishing scenes, subjects not found on Canadian stamps, while a number of Canadian stamps depict harvesting machines and prairie farmlands, which subjects are not seen on Newfoundland stamps. A Canadian stamp portrays Alexander Graham Bell, as a reminder that the telephone was invented in the Dominion, while a Newfoundland stamp pictures Signal Hill, to commemorate the spot whence the first wireless message was flashed across the Atlantic. Thus it may be seen, without listing additional stamp subjects, that the designs of many mainland and island stamps were inspired by the same kind of things, although a number of other designs are quite distinctively local or national in their connotations.

From the many Newfoundland stamps that picture fish and fishing fleets, sea coasts and coves, and other maritime subjects, one gets the impression of a rugged island whose inhabitants find in fishing one of their chief occupations; and from the many Canadian stamps that depict farmlands,

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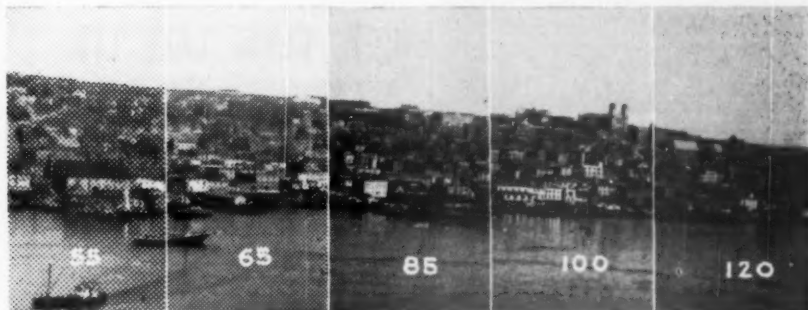
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grain elevators and varied industrial activities, one could gather that the mainland provinces combine vast agricultural areas with highly developed industrial centres. It has been truly said of the inhabitants of Canada that no 13,000,000 people in history have achieved so much in agriculture and industry, have become one of the world's foremost trading nations, or have such boundless resources in their domain. And it might be said with equal truth that with the addition of the new tenth province and her 330,000 splendid citizens, the Dominion has gained immeasurably in strength, in varied resources and in the hope of achieving a brighter future for all within her borders from the Atlantic to the Pacific.

Some readers might wonder whether postage stamps really reflect the character of a country and its people as the foregoing may suggest. Those who collect stamps know how these small engravings tell a graphic story of their country of origin; those who have never collected stamps will, upon reflection, realize that the bits of colored paper on their foreign mails usually picture some scene, personage or event that enhances the prestige of or interest in the country whence they came. Examples of this fact could be cited endlessly if space permitted. Governments of practically every country are well aware of the tremendous publicity and propaganda value of the postal adhesives that carry their mails, and they have vied with one another to produce pictorial stamps designed to carry a mes-



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sage across the seven seas which will, perhaps subconsciously, be received by millions of persons throughout the world. For sheer beauty and originality of design the stamps of both Newfoundland and Canada compare more than favorably with those issued anywhere, and, as stated in previous articles, the story of Newfoundland will continue to be carried on the stamps of Canada. Even a cursory glance over a collection of Canadian stamps will indicate how well they have honored each and every province of the Dominion. Not that the Canadian postal authorities have transgressed by inflicting a flood of new stamps at frequent intervals, as, unfortunately, quite a number of other governments have. To issue hosts of useless new stamps defeats its own purpose, for collectors cease trying to keep up with such floods of new issues, and turn to collecting stamps of other countries. Actually, leading stamp catalogue publishers issue warnings to philatelists against buying recent issues from certain countries, advising that they are produced, not to frank the mails, but to sell wholesale to unwary stamp dealers and collectors.

But I am wandering into topics of interest only to collectors. For readers who are not collectors but who are considering taking up this delightful hobby, may I suggest that you begin by collecting only the stamps of Newfoundland and Canada. They offer you plenty of scope for several years, and the formation of such a collection will afford you endless pleasure, and more than likely, plenty of profit.

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THE LUMBERWOODS

It's a quiet scene,—the lumberwoods—
at midday in January. The sky is dull
and mild-looking. Could be another batch
of snow in the offing. That smoke from
the Cookhouse stovepipes there in the
rear indicates that the cook is a busy man.
There's two-score hungry, tired men to
feed in a few hours time, and there's
nothing that can work up an appetite
like loading and hauling pulpwood in
the Newfoundland lumberwoods.
Those buildings at the left are the mens'
sleeping quarters—eight men to a camp, and
the lads in the foreground are the "bullcooks".
They're sawing birch firewood, and its
some job keeping those camps warm in winter,
to say nothing of the everlasting fire
in the cook's stoves.

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